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Authority.

# BRADSHAW'S

GENERAL

(MONTHLY) RAILWAY AND STEAM NAVIGATION

## GUIDE,

FOR GREAT BRITAIN AND IRELAND,

CONTAINING

CORRECT AND OFFICIAL TABLES OF THE HOURS OF DEPARTURE, ARRIVAL, DISTANCE, AND DURATION OF TRANSIT, OF THE TRAINS ON EVERY RAILWAY THROUGHOUT THE UNITED KINGDOM;

A MONTHLY ALMANACK AND TIDE TABLE:

**ALPHABETICAL LIST OF THE STEAMERS,**

&c., &c.,

AND THEIR TIMES OF SAILING FROM EVERY STATION THROUGHOUT ENGLAND, SCOTLAND, WALES, AND IRELAND, TO HOME AND FOREIGN PORTS, &c.

**THE SAILING OF HER MAJESTY'S MAIL PACKETS,**

(Following the Almanack, for which see Contents.)

PUBLISHED OFFICIALLY IN THIS WORK BY AUTHORITY OF  
**THE LORDS OF THE ADMIRALTY:**

WITH AN

**INDISPENSABLE VARIETY OF MERCANTILE & GENERAL INFORMATION**

ILLUSTRATED BY A SPLENDIDLY EXECUTED

**TRAVELLING MAP OF THE RAILWAYS**

Of Great Britain and Part of Ireland,

Shewing such Lines as have the **ELECTRIC TELEGRAPH** now in operation.

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J. SCHWEPPE & Co  
SODA, POTASS, AND MAGNESIA  
AND AERATED LEMONADE**

Principal Manufactory, BRENNERS-STREET, LONDON.—Branch Manufactories: LONDON, FRIAR GATE, DERBY; and at 65, CASTLE-STREET, BRISTOL

**SCHWEPPE & CO.**, the original Inventors, largest manufacturers in the world of these invaluable caution the Public against the Spurious Articles sold under the name of the inferior Water is its low cost to the retailer, although, in many cases, the cost to preserve the latter from this imposition, Schweppe's Waters are all distinguished by bearing the Royal Appointment. Their lettered bottle alone is no criterion, as many of these bottles with their own manufacture, and pass it off as SCHWEPPE'S. It is requested, and that it represent the name of SCHWEPPE only.

**SCHWEPPE'S LEMONADE**

Is an agreeable refreshing beverage, and, as a relief in cases of FEVER and other is universally recommended by the faculty; and they also strongly recommend their

**LIQUID MAGNESIA,**

An elegant preparation, which their long experience in the manufacture of Alkali produces in a state of the greatest purity and strength. This valuable Anti-acid is a Gout, Heartburn, Acidity of Stomach, and is particularly useful for children during In bottles, at 1s., 2s. 6d., and 4s. 6d. each.

It is with much pride J. S. & Co. refer to the fact, that the distinction which they have enjoyed through many successive other manufacture of the kind is so decidedly preferred by the Public generally, of the United Kingdom.

**Importers of GERMAN SELTZER WATER, direct**  
In pints and quarts.

In conjunction with the above old-established business, J. S. & Co. solicit the attention of that **FOREIGN WINE** which they have been for some years most carefully selecting, comprising the demand, and at prices graduating from those high quotations attendant on high lowest prices, at which genuine unadulterated Wines can be obtained. List of Cellars, 27, MARSHALL-STREET, REGENT-STREET. Office, 51, BERNERS-STREET.

**ORLANDO JONES & Co  
PATENT RICE STARCH;**

**REQUIRES NO BOILING.**  
This STARCH surpasses every other for producing a BEAUTIFUL GLAZE, for improving the STIFFNESS in the dampest weather. It is perfectly free from anything injurious to the health, and gives a peculiar clearness to Laces and Muslins; it does not require wax, gum, or any other article to get up linen is greatly facilitated by its not sticking to the iron. A numerous testimonials received of its superiority, they select the following:—  
Gentlemen.—I have used your Patent Rice Starch upwards of twelve months with much greater ease, and without sticking to the iron, which was more or less the case with all other starches. I use no other.  
Messrs. Orlando Jones & Co., Starch Makers to the Queen.  
Your obedient Servant, MARY WELCH  
may also be obtained Retail of all respectable Dealers in the Kingdom, and of the Patentees, Orlando Jones & Co., at their Warehouse, 15, Old Bailey, London.

**ADVERTISEMENTS**

**SPECIAL APPOINTMENT TO H. R. H. PRINCE ALBERT,  
H. R. H. THE DUKE OF CAMBRIDGE,  
AND HIS HIGHNESS THE VICEROY OF EGYPT, &c., &c., &c.**

**HUNTING AND RACING BOOTS**

of Superior quality.

**GROOMS' TOP BOOTS, 36s.**



Elegancies for the Drawing-Room,  
the Levee, or the Ball,  
IN SATIN, VELVET, OR ITALIAN SILK-LACE.

**JAMES MEDWIN, BOOT MAKER,  
118, REGENT-STREET,**

To the Nobility and Gentry pledges himself to the following, as facts:—  
articles of the same quality.  
ERIALS, the finest that can be procured from this or Foreign Countries.  
but the best Workmen employed.  
Fit of Boots and their Style unrivalled.

**CASH PAYMENTS** only render the above statements possible.  
Quality first-rate. Prices subjoined above and below:—

WELLINGTON Boots	Do.	to order	25s.
WATERPROOF HUNTING BOOTS			27s.
GROOMS' TOP BOOTS			42s.
BERNIER MODES, et NOUVEAUTES DE PARIS.			36s.

**118, REGENT STREET, and 23, GRACECHURCH STREET, CITY.**



# THE INVISIBLE VENTILATING HEADS OF HAIR.



ROSS AND SONS' METHOD OF MEASURING  
THE HEAD.

	Inches.	Eighths.
Round the Head..		
From Ear to Ear..		
Forehead to Poll..		

These inimitable works of art, for both Ladies and Gentlemen, from One Guinea-and-a-half upwards.



## THE NEW TOOTH-PICK TOOTH-BRUSH.

Thoroughly cleansing between the teeth when used up and down, and polishing the surface when used cross ways. The hair warranted never to come out; in four strengths—viz., No. 1, hard; No. 2, less hard; No. 3, medium; No. 4, soft. The double anti-pressure nail-brush, which does not divide the quick from the nail. The triple hair-brush, which thoroughly searches and cleanses the hair in one-fourth part of the time of any other method, and acts as both comb and brush combined. The medium shaving brush, being a selection of the strongest and badgers' hair, so well secured in the socket as never to come loose. AED, though last not least, the newly-invented "Renovator" clothes brush, which makes an old coat look like a new one, and a new coat to look new double the usual time. Invented and made only by ROSS & SONS, 119 and 120, Bishopsgate-street, London.

## THE ATRAPILATORY, or LIQUID HAIR DYE.

The only dye that really answers for all colours, and does not require re-doing, but as the hair grows, as it never fades or acquires that unnatural red or purple tint common to all other dyes. ROSS & SONS can, with the greatest confidence, recommend the above dye as infallible; and ladies or gentlemen requiring it are requested, if convenient, to have it done the first time at their establishment, which will enable them to use it afterwards themselves without the chance of failure. They think it necessary to add that, by attending strictly to the instructions given with the dye, numerous parties have succeeded equally well without coming to them. Address, ROSS & SONS, 119 and 120, Bishopsgate-street, London.

## BOTANIC WATER and BEARS' GREASE.

When the hair is becoming thin, and falling off, the only effectual remedy, besides shaving the head, is the use of the two above-named articles, applied alternately, the botanic water to cleanse the roots from scurf, and as a stimulant, and the bears' grease as a nourisher. If any further evidence was required of the virtues of bears' grease for renovating and preserving the hair, Mr. Catlin's account of the quantity used, and the length of hair obtained by some of the North American Indians, would be a sufficient answer.—ROSS & SONS, 119 and 120, Bishopsgate-street, London, who first introduced the use of bears' grease into this country, and who fat and kill the animals, recommend the public to purchase none other but with their names and address printed on the pot, or the chances are their obtaining a spurious article.

## THE TEETH AND GENERAL HEALTH.

It may fairly be said, the state of the Teeth depends greatly upon the state of the bodily health, and the state of the bodily health depends greatly upon the state of the Teeth. The Homœopathic principle of Infinitesimal doses in all cases of weakness and nervousness, is no doubt the right one, as nature is not then overpowered, but assisted. The United Dentists' Tooth Powder, carries this out to its utmost extent, as some of the most strengthening articles in the Materia Medica are contained in it, and a small portion being gradually absorbed every day, not only strengthens the gums, but the whole system. It likewise thoroughly cleanses the teeth, gradually removing the tartar, purifies the breath, thereby preventing infection, and corrects acidity in both mouth and stomach.—Address, ROSS & SONS, 119 and 120, Bishopsgate-street, London.

If you wish to avoid all the torture which shaving has entailed upon your chins, try

**ROSS & SONS' RAILWAY STROP AND RAZOR,**

And if Travellers, supply yourselves with

**THE ROSSIAN DRESSING-CASE,**

Which contains the largest number of conveniences in the smallest compass.—Address, ROSS & SONS, 119 and 120, Bishopsgate-street, London.

## Family and Commercial Hotels.

NAME OF HOTEL.	LOCALITY.	PROPRIETOR.	ADVERTISEMENT. See page.
<b>LONDON.</b>			
ADELAIDE (Family).....	7, Adelaid-place, London Bridge.	George G. How	
ELLENHEIM (Family).....	94, New Bond-street.	Richard Freeman	
GUILDHALL.....	89, Gresham-street.	James Walters	
PEELE'S.....	174 and 178, Fleet-street.	Thos. F. Austin	
PORTUGAL.....	184 and 185, Fleet-street.	Charles Oakley (late Oliver's)	
RIDLER'S (late Bell and Crown).....	Holborn.	V. Ridler.	ix
SOMERSET.....	102, Strand.	Alexander Stewart	viii
YORK (Family).....	89, New Bridge-street.	Thos. Quartermaine.	
<b>LIVERPOOL.</b>			
BEAR'S PAW (Steak Chop & Coffee-house)	9, Tithelbarn-st., (opposite the Exchange Gates)	J. H. Cobham	
ROBERTS' (Temperance, Coffee, and News Rooms)	18, 17, and 19, Button-street, Whitechapel, near Lord-street.	— Roberts	
WADDELL'S (Commercial, and Family Boarding)	10, Queen's-square (Within two minutes' walk of the Railway)	— Waddell	
<b>LEEDS.</b>			
QUEEN'S	Bishopsgate-street		
WHARTON'S	Park Lane (3 minutes' walk from Railway Sta.)	Naylor (late Scarborough).	
WHEAT SHEAF	Upper Head Row	— Wharton	
*GATES' (Dining Rooms, Chop & Coffee-house)	12, West Bar, near the Railway Station, N.E.—Hot and cold Baths.	George Ash.	
LEEDS (Coffee, Chop, & Boarding-house)	41, Boar Lane (Near the Railway Station) Opposite the Dewsbury Station	Oats.	
<b>SHEFFIELD.</b>			
*CUTTERS' ARMS.	New Church-street	— Ward	
*OLD WHITE LION	Wicker (3 minutes' walk from the Station)	Mrs. Ann Mellor	
*COMMERCIAL	68, Far-gate.	J. Wharhurst.	
<b>NEWCASTLE-ON-TYNE.</b>			
*COMMERCIAL (Temperance & Boarding-house).	Royal Arcade	— Turnell	
*COMMERCIAL (Temperance)	5, Nun's-street	Wilke	
*COMMERCIAL (Family & Temperance)	Adjoining the Queen's Head	— Bulman	
*GRAND (Commercial and Family)	7, Grey-street, from Mosley-street.	J. Robinson	
<b>Huddersfield.</b>			
*COMMERCIAL (Coffee House)	15, Westgate, near the Railway Station	R. P. Bell	
*COMMERCIAL	25 & 26, Market-street, (two minutes' walk from the Railway Station.)	J. Burton	
<b>HULL.</b>			
ROYAL Family and Commercial, and Posting House	Queen-street	Robert Simmons.	
GLOVER'S (Commercial and Family)	Queen-street, (near the water side)	H. T. Johnston	
<b>GLASGOW.</b>			
Sono Hotel and Tavern	25 and 33, George-square	— Glover.	
Crow	126, Queen-street, (two minutes' walk from the Edinburgh and Glasgow Railway)	James Dickson	
*LAMING'S Hotel and News Room	Morrison-st., 108, Argyle-st., West of Argyle-Ave.	William Hodson.	
		W. F. Laming.	

The \* shews which have Wine and Spirit Licences.

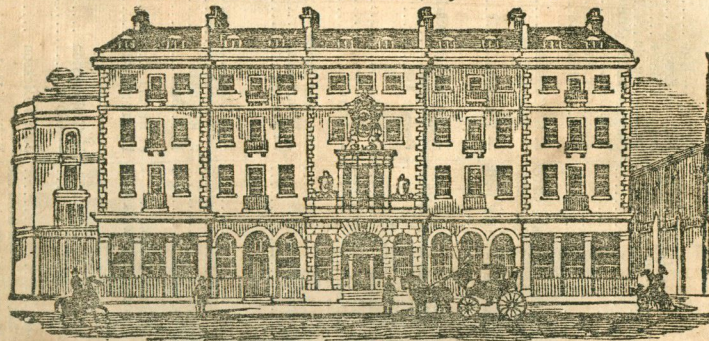
The † shews which are Temperance Houses.



## Hotels, Boarding Houses, &amp;c.—London.



**THE QUEEN'S HOTEL,**  
(LATE BULL AND MOUTH,) OPPOSITE THE GENERAL POST OFFICE,  
ST. MARTIN'S-LE-GRAND, LONDON.



**THIS MAGNIFICENT HOTEL** having recently undergone extensive alterations, and a great portion of it newly furnished, will be found on trial to have no rival in the Metropolis, both in point of accommodation and moderate charges. The Coffee Room is one of the largest and most comfortable in England. A fixed moderate charge for Servants.

HOT AND COLD BATHS.

## THE NORMAN RAZOR

**IS** the only one that will stand the test, by which a QUICK, CLEAN, and EASY shave may be obtained. It is the most NOVEL and PERFECT RAZOR of the DAY.

"Bath, February 11th, 1849.

"As I continue to receive the greatest satisfaction in the use of your NORMAN RAZORS, I think it but right that you, the inventor of them, should partake of the pleasure of the information. I never used a Razor that gave me such perfect satisfaction. I am, yours, &c. Admiral J. Bullen."

"From experience of its excellence we pronounce it perfect, and advise all who would SHAVE WELL and QUICKLY, to proceed to the Manufacturer's, purchase a pair, and if they do not bless the inventor, and thank us or the hint, after performing the daily operation of mowing the stubble, we can only say there is no gratitude eft among the human species."—Eva.

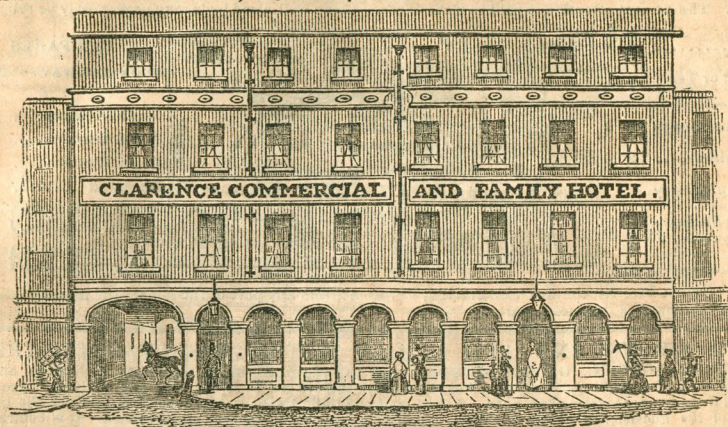
The variety of extracts which might be added to the above is a convincing proof of the vast superiority of the NORMAN RAZOR. Black Handles, 3s. 6d.; Ivory, 5s. each. To be had at

**JOHN DAVIS' MANUFACTORY,**

**69, Leadenhall-street, also 39, Threadneedle-street:**

Sent post free, 6d. each extra.—Maker of the UNRIVALLED RAZOR STROPS, from 1s. 6d. each.

**CLARENCE HOTEL,**  
(LATE THREE CUPS) 87 & 88, ALDERSGATE-STREET, LONDON.



**THE** Proprietor of the above long-established Hotel, having completed the Alterations and Additions, respectfully invites his numerous friends and the public generally to inspect his new Arrangements. COMMERCIAL GENTLEMEN will find a First-rate cheerful Room, appropriated EXCLUSIVELY to THEIR USE, fitted up in a superior style with every convenience, the only one of the kind in London.

The Premises are admirably adapted for families, the Apartments being light and airy, with Private Hall Entrance and every comfort of a home, with very moderate charges. Also excellent Stabling, Lock-up Coach Houses, and every description of Carriage for Hire.

## "ORIGINAL NOTTINGHAM CASTLE TAVERN,"

Angel-street, opposite the General Post Office, St. Martin's-le-Grand, London,  
ESTABLISHED 182 YEARS.

**JOHN HEAPS**, sixteen years proprietor of the above Tavern, respectfully informs his friends, the commercial world, and patrons generally, that he has considerably improved the well-known comforts of his establishment, together with moderate charges and strict attention, and hopes to merit their continued support. J. H. begs to return his grateful acknowledgments for former favours conferred.

EXCELLENT PRIVATE SITTING AND SLEEPING ROOMS.

Omnibuses to every Railway and Packet Station, and all parts of London, continually passing.

## SAM'S COFFEE HOUSE AND HOTEL, No. 302, STRAND, LONDON.

(Corner of Newcastle-street, Strand, and opposite King's College.)

**SAM'S COFFEE HOUSE AND HOTEL** will be found the most convenient resort in London for Travellers and Visitors from all parts of England, Ireland, and Scotland, being within five minutes' walk of all the Theatres and places of amusement, near most of the Public Buildings, Inns of Court, Bridges, Steamboat Piers, &c.

**THE CHARGES AT SAM'S COFFEE HOUSE AND HOTEL**, will be found exceedingly moderate. Excellent Bed Rooms, 1s. and 1s. 6d. per night. Rump Steak, 9d. Mutton Chop, 6d. Tea, 2d. per cup. Coffee, 2d. per cup. Excellent Dinners, and all refreshments upon the same economical terms.

Omnibuses from and to all the London Railway Stations pass Sam's Coffee House and Hotel, No. 302, Strand, and will put passengers down. Fare, 6d.



**ASHLEY'S HOTEL, Maiden Lane, Covent Garden, London.—**

Situated near the chief objects of attraction to Visitors, either on business or pleasure. FAMILIES and GENTLEMEN will find this a most comfortable Hotel; the rooms are good, airy, and quiet. The utmost attention is paid to cleanliness. Clean well-aired beds may particularly be relied on.

	s.	d.
Bed .....	1	6
Breakfast or Tea (plain) .....	1	3
With meat or eggs .....	1	9
Dinner (plain) .....	2	0
Fish, Soup & Pastry .....		
A Private Sitting Room .....	3	0

Servants charged in Bill.

most efficient Fire Escape has been erected, of which (from any part of the house) the most timid could easily avail themselves in case of alarm.

**FOUR SWANS' INN AND FAMILY HOTEL, BISHOPSGATE-STREET WITHIN, LONDON. GEORGE WENDEN**

begs to return his sincere thanks to his Friends and the Public generally, for the liberal support he has received during the last twelve years, and to inform them his Hotel has undergone extensive alterations. A portion of the Galleries have been enclosed, and for the greater comfort of his guests, the Wagon Business, attached to the yard, has been discontinued. It is central and quietly situated, and easy of access from the various Railway Stations. Cheerful Sitting Rooms. Beds, 1s. 6d. and 2s. per night. All articles are of the best quality, at reasonable charges.

**BOAR AND CASTLE,**

**FAMILY HOTEL, AND COMMERCIAL INN, 6, OXFORD-STREET, LONDON.** R. P. CROFT respectfully informs the Nobility, Gentry, and Commercial Gentlemen, that he has fitted up the above Inn on a most liberal scale, where they will find their accommodation and domestic comfort particularly attended to. Omnibuses pass every five minutes to and from the Great Western, North Western, Brighton, Dover and Eastern Counties Railways.

Terms:—Bed and Breakfast, One Guinea per week; Dinner, Two Shillings. Wines of the first quality, &c. Private Rooms for Parties.—N.B. A Porter up all night for the convenience of Railway Travellers.

**IMPERIAL HOTEL, COVENT GARDEN.**

**WILLIAM LONGHURST** (many years principal Waiter and Manager at Osborne's Hotel, Adelphi), begs to return his most grateful thanks to those Gentlemen and Families who have honoured his Hotel with their patronage during the past season, and begs to announce that in addition to the peculiar comforts attending this Establishment, he has built and elegantly finished a spacious Coffee Room, and several sets of Sleeping and Private Apartments.

W. L. ventures, therefore, to hope that by strict personal attention to his visitors, Moderate Charges, Excellent Wines, and the perfect arrangement of the Cuisine department, to merit a continuance of those favours, which it will be his earnest endeavour to deserve.

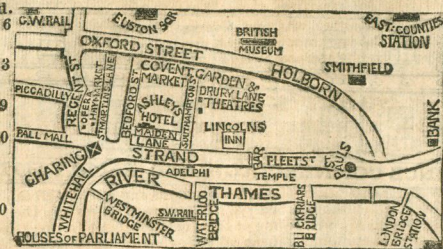
**WARWICK ARMS HOTEL, GREAT WESTERN TERMINUS, IN THE HARROW ROAD—the most salubrious part of the Metropolis.—J. PEARSON**

begs to inform Families and Gentlemen that his House combines every comfort with moderate charges.—Open for early trains.—Omnibus from Paddington to all parts of town every 3 minutes.—Commercial Gentlemen, Bed and Breakfast, One Guinea per week.—A fixed charge for servants added to the bill.

**GREGORY'S HOTEL, 29, CHEAPSIDE, LONDON.—Beds, 1s. 6d.;**

Breakfast, 1s. 6d.; Tea, 1s.; Tea, with Meat, 1s. 6d.; Dinners from 1s. upwards. Servants 9d. per day. Omnibuses to and from all the Railways set down and take up at the door.

WELLINGTON GREGORY, Proprietor.

**CAB FARES**

FROM RAILWAY STATIONS

	s.	d.
South Western ....	1	0
North Western ....	1	4
Great Western ....	2	4
Blackwall .....	1	8
Brighton, Dover &c } from Londn Bdg. }	1	8
Eastn Counties &c } from Shoreditch }	2	0

**Lidington's Hotel and Boarding House,**

PANIER ALLEY, PATERNOSTER ROW, NEAR CHEAPSIDE.

**LADIES and GENTLEMEN** visiting the Metropolis will find the above Establishment very central and quietly situated, the Bed Rooms being lofty and well furnished; together with a superior Coffee Room for Ladies, at very moderate charges.—Beds, including attendance, 1s. 6d. Please to observe Panier Alley leads from Paternoster Row into Newgate-street, 3 doors from Cheapside.

**Salter's Hotel,**

VICTORIA STREET, HOLBORN BRIDGE.

(Late King's Arms, Snow Hill.)

**J. W. SALTER** wishes to inform his Friends, Gentlemen, and Families, that he has now completed his arrangements at the above commodious and eligible Hotel, where he can promise them all the comforts of home. The situation is airy, healthy, and cheerful; the great improvements which are now rapidly progressing, promise it will be one of the finest localities in the city of London.—The scale of charges is arranged to meet the economical ideas of the age, and servants are included in the bills. Rooms for Committees, &c.—Omnibuses pass to and from all the Railway stations.—A Porter in attendance to receive visitors by the night trains.

THE VERY CENTRE OF THE METROPOLIS!!!

**THE CATHEDRAL HOTEL,**

48, ST. PAUL'S CHURCH-YARD, LONDON,

(ONE DOOR FROM CHEAPSIDE.)

Has superior Accommodation, at moderate Charges.

SOUP, FISH, JOINTS, and POULTRY, from ONE until SEVEN o'Clock.

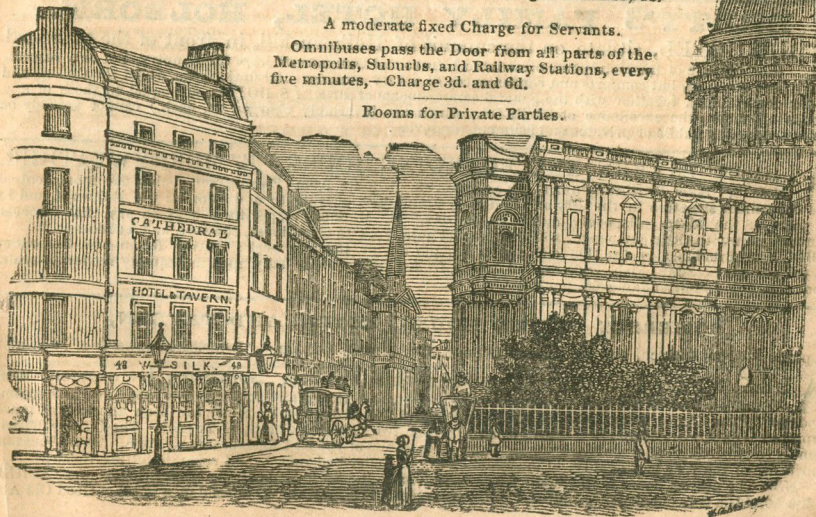
Dinner off the Joists, ..... 1s. 6d. A Table d'Hôte at 1 o'clock, at 1s. 6d. each  
Soup or Fish, and Joists or Entrées, .. 2s. 0d.

Beds, including attendance, 2s.

A moderate fixed Charge for Servants.

Omnibuses pass the Door from all parts of the Metropolis, Suburbs, and Railway Stations, every five minutes.—Charge 3d. and 6d.

Rooms for Private Parties.





**BLACK BULL HOTEL AND COFFEE HOUSE,**

Nos. 121 and 122, Holborn Hill, London.—(Established 300 Years.)

**R**AILWAY Travellers and Visitors to London are respectfully invited to the **BLACK BULL HOTEL** (formerly the largest coaching establishment in London.) Under new management, and conducted upon an entirely new plan, suited to the economic spirit of the times; thus rendering the **Black Bull Hotel and Coffee House** the most desirable resort in London for Railway and Steamboat Travellers, Commercial Gentlemen, and Visitors from all parts of England, Ireland, and Scotland.

Bed-rooms, 1s. and 1s. 6d. per Night. Bed-room and Breakfast 14s. per week.

Private Sitting Rooms, Dinners, Wines, Spirits, &amp;c. equally moderate.

The **BLACK BULL HOTEL** is conducted on the principle of supplying Travellers, Visitors, and Commercial Gentlemen, with such refreshments, and in such quantities, as they may require, thus avoiding the old Hotel plan of being obliged to pay for a superabundance of refreshments that either are not consumed, or perhaps not required.

Omnibuses from and to all the London Railway Stations pass the door of the **Black Bull Hotel**, Holborn-hill; fare, 6d.

The **Black Bull Hotel**, Holborn Hill, will be found most centrally situated both for business and pleasure, being within 10 minutes' walk of all the Theatres and places of amusement, Law Courts, &c., City and West end.

**NORTHUMBERLAND HOTEL, TAVERN, COFFEE, AND CHOP HOUSE,**

11, NORTHUMBERLAND STREET, STRAND, (opposite the GOLDEN CROSS, Charing Cross).

**G**ENTLEMEN visiting the Metropolis will find every comfort, combined with economy, at this Establishment; its desirable situation of five minutes' walk from the Houses of Parliament and the principal Theatres, with its retired position, rendering it particularly attractive.—J. IRELAND trusts that these advantages, with the strictest attention to the comforts of those who may honour him with their favours, will insure a liberal share of Public Patronage.—A select Table d'Hôte every day at Five o'clock, comprising Soups, Fish, Joints, &c.; Malt Liquor included, 2s.

N.B.—Hot Joints from 1 till 7 o'clock.—Wines, Spirits, and Malt Liquors of first-rate quality.

**BRETT'S FAMILY HOTEL, HOLBORN.**

**T**HIS HOTEL, situate on the summit of Holborn-hill, in front of the principal thoroughfare of the Metropolis, presents to LADIES and GENTLEMEN from the Country, not only respectability and quietude, but comforts and conveniences of a very superior description; for whilst the Cuisine and Cellar departments, together with the general arrangements of **BRETT'S HOTEL**, are equal to those of any House in London, the excellence of its BEDS. (which are invariably charged 2s. each,) cannot possibly be surpassed by any public or private establishment whatever.

**ALBION TAVERN AND BOARDING HOUSE.—E. MERRYWEATHER,**

No. 3, NEW BRIDGE-STREET, BLACKFRIARS, 3 doors from Fleet-street, being the most central and convenient situation in the City of London.—Omnibuses passing to and from all the Railways, and to all parts of the Metropolis, every minute in the day.—E. M. most respectfully begs to say, that whoever honours him with their patronage, will find a strict adherence to cleanliness, comfort, and economy.

Bed, and Breakfast in the Coffee Room 2s. 6d. per day or 15s. per week: Sitting Room and Bed-room 3s. 6d. per day. Soup, Fish, Poultry, and Joints, from 1 till 7 o'clock daily upon an equally moderate scale. Boot cleaning and attendance 6d. per day.

**SOMERSET COFFEE HOUSE, HOTEL, AND TAVERN,**

Opposite the New Church, and next King's College, 162, Strand, London.—"Established upwards of 70 years."

**A**LLEX. STEWART begs to acquaint his Friends, Solicitors, Gentlemen, and Families, that he has entirely Refurnished the Somerset Hotel, and that it is now ready for their accommodation. The Coffee Room, one of the most comfortable and quiet in town, has been altered and much improved. Dinners are served in a superior manner, from two till seven o'clock, at 2s. each. The Cuisine department is conducted by a first-rate artiste, for some years at one of the best Restaurants in Paris. The Wines and Spirits are of the very best quality, at moderate charges. Quiet Bed-rooms, and separate Sitting-Rooms.

N.B. The nearest house to the South Western Station on the Strand side of Waterloo Bridge. ATTACHED to the hotel is a convenient Refreshment-room, where gentlemen may always depend on a Glass of Good Old Ale.

**RIDLER'S HOTEL, (LATE BELL & CROWN) HOLBORN, LONDON.**

**V.** RIDLER gratefully acknowledges the approval which has been so universally bestowed on the alterations and improvements in his House, as evinced by the great increase in his Visitors, and the approbation so generally expressed, and he begs to assure all those Gentlemen and Families who have so kindly honoured him with their patronage of his unceasing efforts to maintain and deserve the same.

67 Beds, 1s. 6d. a night; and a fixed charge made for Servants.

**THE YORK HOTEL,**

UPPER WELLINGTON-STREET, (OPPOSITE WATERLOO BRIDGE), STRAND,

JOHN GREEN, PROPRIETOR.

**T**HE most Central situation in London either for Business or Pleasure, and within a few minutes' walk of the New Waterloo Station of the South Western Railway, and three minutes' walk of the Theatres and Charing Cross, where Omnibuses run to all the Railway Stations in the Metropolis, &c., begs to inform Visitors to London, they will find every accommodation, combined with reasonable charges, at the above Hotel.—The Bed Rooms will be found particularly clean, and the Sitting Rooms cheerful and convenient, with a commodious public and private Coffee Room.—Attendance charged in the bill. A Porter in attendance to receive Visitors by the night trains.—Cab Fare from the Euston Station, 1s. 4d.

**THE CHEAPEST HOUSE IN LONDON.**

**C**ONVENIENCE AND ECONOMY.—To Railway Travellers and other Persons visiting Town, CLIFFORD'S INN, COFFEE AND CHO. HOUSE, Clifford's Inn Passage, Fleet-street, near Temple Bar.—Respectable and convenient accommodation. OBSERVE!—Clean and well-aired beds, 10s. 6d. per week, with Breakfast included.—No charge for Servants. 2,969 Omnibuses pass and repass this house daily. Take down the address; you will not equal it in London. Near St. Dunstan's Church.

**City Concert Room, at the Dr. Johnson Tavern,**

BOLT COURT, FLEET-STREET, LONDON.

**T**HE most pleasant EVENING'S AMUSEMENT in London, that is to be obtained Gratis, is at this celebrated house. Mr. COWLEY begs to inform his friends and the public that they can hear, every evening, Glees, Madrigals, Songs, &c., sung by gentlemen possessing the highest talent and best voices in the world; also some of the funniest and most laughable Comic Songs ever composed, and at the same time enjoy a good Supper, smoke an excellent Cigar, and meet as respectable an audience as ever assembled.

**O**XFORD-STREET.—The KING'S ARMS INN & COMMERCIAL HOTEL, by R. CHAPMAN, 264, Oxford-street (opposite Orchard-street, Portman-square), in the immediate vicinity of Hyde, St. James', and Regent's Parks and principal thoroughfares, offers in regard to comfort and gentlemen and others visiting London, 3s. 6d. per night, or 9s. per week; Breakfast 1s.; the other charges on equally moderate terms.—Omnibuses from all the Railway Stations pass the house.—A Private Room for company sleeping in the house.

**JONES'S HOTEL, 3 and 4, KING-STREET, COVENT GARDEN.**—Gentlemen visiting Covent Garden, will find at this Establishment every comfort combined with economy, attention, and cleanliness; also being close to all the principal Theatres.

TERMS.—Bed and Breakfast, One Guinea per week; Dinner, Two Shillings. Wines of the first quality, &c. Private Rooms for Parties.—N.B. A Porter up all night for the convenience of Railway Travellers.

**THE LORD NELSON TAVERN, OPPOSITE SEYMOUR-STREET, ST.**

PANCRAS' NEW CHURCH, EUSTON-SQUARE, NEW ROAD, within two minutes' walk of the Birmingham Railway.—Travellers by rail will find this House extremely convenient. An excellent Coffee Room. Wines of the first quality. Well-aired Beds. Omnibuses pass to and from all the Railway Stations every three minutes.

**SAUNDERS' YORK HOTEL,**

40, WATERLOO-BRIDGE-ROAD, and 91, YORK-ROAD.

**T**HE above Establishment, pleasantly situated, and immediately adjacent to the terminus of the South Western Railway, offers to families and gentlemen visiting the Metropolis, every comfort and convenience, combined with moderate charges.

A Porter in attendance to admit visitors arriving by the night Trains.



**HANOVER RESTAURANT AND TAVERN,**

21, HANOVER-STREET, HANOVER-SQUARE, ONE DOOR FROM REGENT-STREET.  
 PROPRIETOR, W. JEFFERY.

**T**HIS superior establishment is now open under the superintendence of an experienced *chef de cuisine*, and will be most liberally conducted.  
 Gentlemen will find at 21, HANOVER-STREET, spacious and pleasant rooms, with a good view of Regent-street. Also Private Apartments for Ladies and Parties.  
 Soups, Fish, Joints, Entrees, Jellies, &c., always ready; Wines and Spirits of the best quality; well-aided Beds.  
 Omnibuses passing every three minutes to and from all parts of the metropolis and environs and the various railway stations.

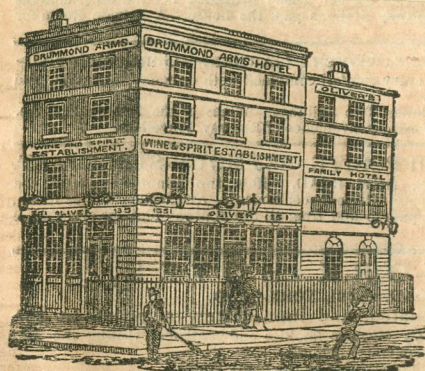
**NOTICE TO RAILWAY AND STEAM BOAT TRAVELLERS.**

**A**NDERTON'S HOTEL, 162, 164, and 165, FLEET STREET, LONDON, (established upwards of 200 years.) F. CLEWOW begs to acquaint gentlemen, families, and the public in general, visiting London, that the above hotel is situated in the centre of London, with communication every five minutes to and from all the Railways and Steam Boats, near the Theatres, Law Courts, Bank, Docks, &c.—The larder and wine arrangements are equal to the best clubs in London. The daily bill of fare contains every delicacy. Dinners from 12 to 8 o'clock. From the joint, with vegetables &c., 1s. 6d.; ditto, with soup or fish, 2s.; game, poultry, &c. Breakfast, with joint, 1s. 6d. Beds, 10s. 6d. per week. Servants charged in bill. Turtle soup, 10s. 6d.; mock ditto, 3s. per quart. Sent to all parts of England. Rooms for large or small dinner parties, public meetings, societies, &c. Dinners and suppers sent out to order. Contracts for board and lodging.—F. CLEWOW, 162, 164, and 165, Fleet-street. A night porter always in attendance.

**ADELAIDE HOTEL, LONDON BRIDGE.**

**B**ELL GRIFFITH begs to acquaint the nobility, gentry and public in general, that the above Hotel is situated contiguous to the Bank of England, Royal Exchange, Custom House, all the Public Offices, and the South Eastern Railway Station; that Omnibuses pass the door every five minutes to and from other Railways, and that from the adjoining wharf Steam-boats start for Boulogne, Calais, the North of England, and most of the Watering-places on the South coast.

The Hotel is well furnished, containing suites of apartments for private families, and for large or small parties; also accommodation for single gentlemen, as there is a spacious and comfortable coffee room overlooks the river and a fixed charge for servants; and a Night Porter always in attendance.



**T. OLIVER,**  
**DRUMMOND ARMS**  
**TAVERN AND HOTEL,**

Drummond-street, Euston-square,  
 Adjoining the Terminus of the London and North  
 Western Railway.

**T. O.** returns his sincere thanks for the liberal support he has received, and begs to solicit a continuance of the same. He assures his friends that his house is fitted up with every comfort and convenience.

Excellent Coffee and Smoking rooms, good private sitting and airy Bed rooms, with private entrance. Charges moderate.

**NEW INN HOTEL, WESTMINSTER ROAD,**  
 (OPPOSITE ASTLEY'S AMPHITHEATRE)

AND IMMEDIATELY ADJACENT TO THE SOUTH-WESTERN TERMINUS,  
 Near the New Houses of Parliament, the Park, and Public Offices.  
**V**ISITORS to the Metropolis from Kent, Surrey, Sussex, Hampshire, and other parts of the Country, will find in the above establishment the comforts of a home, civility, and attention, combined with a scale of charges arranged to meet the spirit of the times, and far below those of other Hotels affording much inferior accommodation.

Well-aided Beds, 1s. 6d. each person. A Night Porter in attendance.  
 N.B.—To families staying at this Hotel no charge is made for Private Sitting Apartments.  
 An excellent Coffee Room and spacious Billiard Room. Wines and Spirits and every other Article of the very best description.—Omnibuses constantly passing to all parts. Steam Boats to and from the City every five minutes; fare, one penny each person.

**PIAZZA HOTEL, COVENT GARDEN.**

**T**HIS Well-known and Old-Established House having added numerous Bed and Sitting Rooms to its previous means of Accommodation, Families visiting London, and desirous from the limited period of their sojourn, to avoid the trouble of seeking Private Lodgings, will find every comfort, almost moderate charges at this Hotel; being contiguous to the Royal Italian Opera House, possesses the advantage of a Covered Approach thereto—an advantage to Ladies particularly—unnecessary to comment upon. Private Dinner and Supper Rooms for parties visiting the Theatre, (no charge for room or lights.) A magnificent and well ventilated Coffee Room, and a Smoking Room will be found amongst its numerous advantages.



**BENJAMIN BEAN,**  
 CROYDON.—Greyhound Inn, Family Hotel and Posting House,  
 Wholesale and Retail Wine and Spirit Merchant.

**T**HIS well-known and long-established Hotel is situated Nine miles from London, in one of the most salubrious towns in Surrey, within 30 minutes' ride by Rail, from which there is communication by the Croydon, Brighton and Dover Trains every half hour during the day. Families, Merchants, and others will find in this Hotel the quiet and comfort of Home. Charges strictly moderate. Wines of the very best quality, and every attention paid to the Cuisine department.

**Nell Gwynne Tavern and Chop House,**

Bull Inn Court, Strand, opposite Adam-Street, and close to the Adelphi Theatre.

**T**ABLE D'HOTE at half-past Five precisely, Hot Joints until Eight, Suppers until One o'clock. Excellent Beds, and private Dining Rooms, superior Wines and Spirits, and Barclay and Perkin's Stout. Proprietors, JOHN ARCHER and THOMAS HOLT.

**Mann's City Dining Rooms, 7, Bucklersbury, Seven doors  
 from Cheapside.**

**L**ADIES and Gentlemen visiting the Metropolis will find this Establishment superior to any other house in London, for the following reasons, namely: economy, dispatch, a multiplicity of superior joints, with Soups, Fish, Poultry, and made dishes, ready from 12 to 7 o'clock daily. All fees to waiters abolished. Twenty daily papers taken in. A private room for Ladies and parties. Open on Sunday from 1 till 3 o'clock. Plate of meat, 6d., fried or boiled Soles, 6d., Mock Turtle or Ox Tail, 6d., and every other article cheap in proportion. For which see bills of fare for the day, which are always exhibited in the windows.

**M**R. & MRS. COCKER'S COMMERCIAL AND PRIVATE BOARDING HOUSE, 14, CHARTER-HOUSE SQUARE, ALDERSGATE-STREET, London, near to the General Post Office.—This central and pleasantly-situated House affords every comfort and convenience for Gentlemen or Families visiting London on business or pleasure. The situation is very open and airy.—Terms:—Bed, Breakfast, and Tea, 4s.; Dinner, if ordered, 2s.; Servants, 8d.—Private Rooms if required. A person in attendance for night trains.



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## ADVERTISEMENT.

**Apartments Furnished, 10, Pantton Square, Piccadilly.**

**LADIES AND GENTLEMEN** Visiting LONDON on Business or Pleasure will find the above Establishment genteel, quiet, and centrally situated, being in the immediate vicinity of the Theatres and other places of amusement. The Hall and Staircase are lighted with gas all night. Water Closets on each floor. Good attendance, their being two servants kept.

J. GOODALL, PROPRIETOR.

**Handsome Furnished Bedroom, with Breakfast, £1 1s. per week.**

**BOARD and APARTMENTS, or APARTMENTS ONLY,** at No. 1, Tillotson-place, WATERLOO BRIDGE.—Gentlemen and Families visiting London on business or pleasure, may obtain superior accommodation at the above establishment. The situation is central and airy, overlooking the river, near the Theatres, Courts of Law, &c. Gentlemen from the Country or Abroad will find this a desirable residence.

N.B.—The above is within two minutes' walk of the South Western Railway terminus.

**BOARD AND APARTMENTS,**

**OR APARTMENTS ONLY,** at Mrs. Pearse's, No. 9, Norfolk-Street, Strand, between Somerset House and Temple Bar, one of the most central and airy streets in London, near the Public Offices, Theatres, and all places of amusement.

Full Board, 28s.; partial, 21s., by the day or week.

Gentlemen or Families from the country or abroad, will find this a convenient residence.

**Within Five Minutes' Walk of St. Paul's, General Post Office, Bank, &c.**

**LADIES AND GENTLEMEN VISITING the METROPOLIS** will find every ACCOMMODATION at Mrs. WILLIAMS', PRIVATE and COMMERCIAL BOARD & LODGING HOUSE, THAVIES INN, HOLBORN. Bed and plain Breakfast, including attendance, 2s. 6d. Tea, 1s., every other charge equally moderate. Omnibuses to all parts every three minutes. Private Rooms if required.

**GENTLEMEN and VISITORS to the METROPOLIS** will find convenient and comfortable ACCOMMODATION on the most economical and moderate terms, at the FOUNTAIN HOTEL, 4 and 5, FOSTER LANE, four doors from Cheapside, situated near General Post Office, St. Paul's, the Railway Booking Offices, and all the principal Mercantile Establishments. Omnibuses to and from all the Railways pass the end of the Street, within five doors. Bed and Breakfast, 1s. 6d., Dinner, 1s. Wines of Superior Quality. Bottled Ales and Stout at greatly reduced prices.

**BURGES'S BOARDING HOUSE, 18, SALISBURY STREET, STRAND;** Established 1834.—Gentlemen visiting London on business or pleasure, will find the above Establishment quiet and centrally situated, being in the immediate vicinity of the principal Public Offices and Places of Amusement.

Bed and Breakfast, with meat, 3s.; Tea, 1s., including servants.—Omnibuses to and from all the Railways pass the end of the street, within five doors.

17, GOUGH-SQUARE, FLEET-STREET, LONDON.

**J. W. GREEN.—COMMERCIAL AND PRIVATE BOARDING HOUSE.—**

Terms: 3s. per day, including Bed, Breakfast, Boots, and Attendance.—Tea, 1s.; Dinners and Suppers equally moderate.

Ladies and Gentlemen visiting London on business or pleasure will find the above house replete with every domestic comfort, very quiet, and centrally situated.—A Private Room if required.

**TO COMMERCIAL GENTLEMEN and TRAVELLERS.—**Comfort combined with Economy.—THE SUN (Up Stairs) COFFEE ROOMS, by C. M. FRANCIS, 22, Fish-street HILL, near the Steam Packet Wharf, London Bridge.—Chops, Steaks, &c.—Well-aired Beds.

**MRS. WATSON'S COMMERCIAL LODGING HOUSE, 31, ARUNDEL-STREET, STRAND,** near the Public Offices, Theatres, and all places of Amusement.—This will be found desirable by all persons visiting London on business or pleasure in consequence of no extra expense.—Bed and Breakfast 3s., including servants.—Good Private Rooms, if required.

## ADVERTISEMENTS.

xiii.

**Mrs. Atmore's Commercial and Private Boarding House,**

28, BREAD STREET, CHEAPSIDE, LONDON.

**MRS. ATMORE** respectfully informs her Friends and the Public that she has REMOVED to the above address, where she begs to assure Ladies and Gentlemen visiting London, who may honour her with their company, that every attention will be paid to their comfort at her cheerful, airy, and central Boarding Establishment.—Terms moderate.

**MRS. KNIGHT'S BOARDING HOUSE, No. 114, ALDERSGATE STREET,** LONDON, within Five minutes' walk of the General Post Office. Parties visiting London, may obtain excellent ACCOMMODATION, with every attention to comfort, at the above Establishment, on reasonable terms. Private Apartments for Families.

**Mrs. Kershaw's Commercial Hotel and Boarding House,**

26, THAVIES INN, HOLBORN-HILL, LONDON.

**MRS. KERSHAW** respectfully invites attention to the above very quiet and central situation, and begs to assure Ladies and Gentlemen who may favour her with their company, that they will find every domestic comfort. Terms, 3s. 9d. per day, including bed, breakfast, and tea. No fees. Private Sitting rooms. Omnibuses to and from all the Railways pass the gate of the inn continually.

**. Colliver's Commercial Coffee House,**

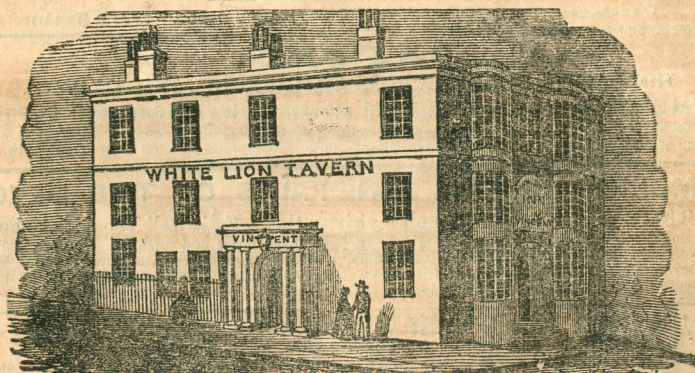
266, STRAND, OPPOSITE THE ANGEL HOTEL.

**EVERY ACCOMMODATION for COMMERCIAL MEN and VISITORS.—**An appropriate Room up stairs.—Bed and Breakfast, 2s., or Bed separately, 7s. per week; and all other charges equally moderate.—Omnibuses to and from all the Railway Stations every five minutes.—No Fee for Servants.—The Times, and also the Sporting Papers filed.

N.B.—For Night arrivals ring the Private Door Bell; a Porter always in attendance.

**F. I. VINCENT,  
BRIGHTON.—WHITE LION TAVERN,  
AND FAMILY HOTEL.**

NORTH STREET,



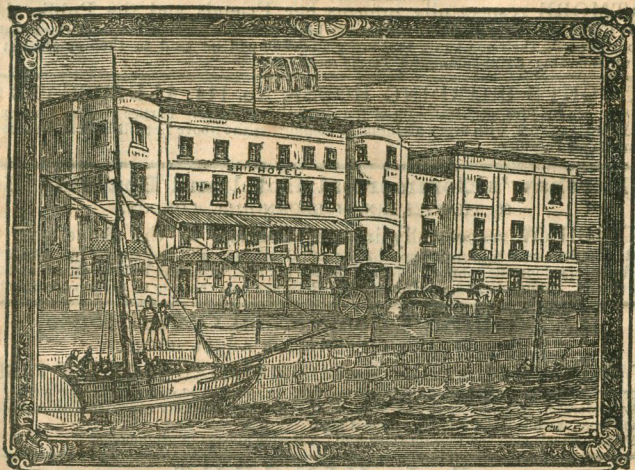
OPPOSITE WEST STREET.

**AT** this Hotel, Families and Gentlemen visiting the sea-side will meet every comfort, so essential when absent from home, combined with reasonable charges. The Hotel is centrally situated for business, and attached is an excellent COFFEE ROOM. PRIVATE APARTMENTS, if required. The Coach House and Stables are in good condition. Omnibuses and Frys to and from every train.



# DOVER.—THE ROYAL SHIP HOTEL. JOHN BIRMINGHAM.

FAMILIES AND GENTLEMEN BOARDED  
DURING THE WINTER MONTHS.



ON FIXED AND ECONOMICAL TERMS  
(FOR PERIODS NOT LESS THAN A WEEK).

This Hotel is most desirably situate, close to the Custom House, the Packet Quay for Calais, Boulogne, and Ostend, and within three minutes' walk of the Railway Terminus. Its aspect is southern, and it commands uninterrupted views of the Castle, the Channel, and the coast of France; offering to the Continental and Home Tourist advantages of situation seldom possessed by any similar Establishment.

Carriages, Post Horses, and Omnibuses attend every Train.

## OXFORD.

HOLLAND'S GOLDEN CROSS COMMERCIAL INN, OXFORD.

COMMERCIAL GENTLEMEN and others visiting Oxford, will find this old-established and well known House very central for business, quietly situated, and replete with every comfort and accommodation, combined with reasonable charges.—Omnibuses to and from every Train.

## RUMBLING BRIDGE INN—FALLS OF THE DEVON.

TOURISTS and Others will find a visit to these Falls well repaid by the gratification they afford to all who see them. "They are magnificent and unequalled in Scotland." (See Scottish Tourists' Guide Books.) Distance from Alloo, where steamers arrive and depart from Granton Pier daily, is eleven miles; Stirling, by the Scottish Central Railway, sixteen miles; Auchterarder, by do., eleven miles, through the beautiful pass of Glencagles and Glendevon.

BIRMINGHAM AND OTHER VISITORS TO LONDON will find excellent ACCOMMODATION at ST. ANDREW'S COFFEE HOUSE, 82, HIGH HOLBORN.

The situation is healthy and central, being within ten minutes' of the city, and near to the different places of public amusement.

Omnibuses are constantly passing to and from all parts of London; the Omnibuses to and from the Railway Trains stop at the George and Blue Boar, nearly opposite.

Terms—Bed and Breakfast, 2s. 6d.; Servants, 6d. per day.

N.B.—Open for the accommodation of parties arriving by the Night Trains.

Daily and Weekly Newspapers and Periodicals.

# SOUTHAMPTON.

## WINDSOR HOTEL, OPPOSITE SUSSEX PLACE, ABOVE BAR.

JAMES WEEKS, (many years Commande on the Have Stat on) begs to tender his best thanks to the public for the distinguished and kind support extended to the above establishment during the last six years.

Windsor House, standing within its own grounds, is delightfully situated in an open and healthy part of the town, and in its interior comfort and quietude offers to travellers or families the advantages of a temporary home.

The premises are well supplied with the purest spring water.

Wines, Spirits, &c., of first quality.

GOOD STABLING AND LOCK-UP COACH HOUSES.

DOVER.—W. J. HOLLYER'S LONDON HOTEL,  
On the Steam Packet Quay, close to the Railway Terminus, the Custom House, and Alien Office.

W. J. H. respectfully informs the Public that at this Hotel they will find every comfort, with CHARGES very CONSIDERABLY LESS than at any Hotel in Dover.

Families or Gentlemen Boarded for any length of time.

The Mail Packets for Ostend, Boulogne, and Calais, the fastest Steam Ships afloat, sail from the Quay adjoining his Hotel, where every information as to time of sailing may be obtained.

A Commissioner and Porters attend every Train and Packet.—Luggage Shipped Free of Expense.

A MODERATE FIXED CHARGE FOR SERVANTS.

## A. MM. les Voyageurs.

L'HOTEL DE LONDRES est situé près du débarcadère du Chemin de Fer, du qual des Paquebots, de la Douane, et du Bureau des Etrangers.—On embarque les bagages sans frais.

Prix très-Modérés.

N.B.—Afin d'éviter toute espèce d'inconvénients, MM. les Voyageurs sont priés de nommer, en débarquant,

L'Hotel de Londres.

## DAS "LONDON HOTEL,"

Ist nahe bei dem Landungsplatze der Dampfschiffe, der Eisenbahn Station, dem Zollhause und dem Fremden Bureau gelegen.

Einschiffung des Gepäcks kostenfrei.—PREISE SEHR MÄSSIG.

N.B.—Um jede Art von Unannehmlichkeiten zu vermeiden, werden die Herren Reisenden ersucht, beim Einschiffen des "LONDON HOTEL" zu erwähnen.

## DOVER.—HOLLYER'S SHAKSPEARE HOTEL,

CLOSE TO THE BATHS, MARINE PARADE, AND WATERLOO CRESCENT.

Families or Gentlemen visiting DOVER, will find at this Old Established Family Hotel every comfort with moderate Charges.

WINE AND SPIRIT MERCHANT.

The SHAKSPEARE LIVERY YARD is situate CLOSE to the Marine Parade and Waterloo Crescent.

Good Stall Stables, Loose Boxes, and Lock-up Coach Houses.

A Letter by Post will be punctually attended to.



## LANCASTER.



## KING'S ARMS AND ROYAL HOTEL.

JOHN PRITT, PROPRIETOR.

## THE HALF WAY BETWEEN LONDON, EDINBURGH, AND GLASGOW.

The CALEDONIAN Railway being now opened, the Proprietor most respectfully informs the NOBILITY, GENTLEMEN, and Families travelling on the route from LONDON to SCOTLAND and from SCOTLAND to LONDON, that at his OLD ESTABLISHED FAMILY HOTEL will be found every comfort, and the Railway Companies will offer every accommodation to parties STAYING AT LANCASTER.

Omnibuses and Carriages attend all Trains to and from the KING'S ARMS.

The Day or Family Train leaves London at 10 a.m., and arrives at Lancaster at 6 p.m. The Day Train to the North leaves Lancaster at 10 38 a.m. The Day Train leaves Edinburgh at 11 1/2 a.m., and arrives at Lancaster at 6 58 p.m., starts for London at 9 40 a.m.—For further particulars and local information, see London & North Western, Preston, Lancaster & Carlisle, & Caledonian Tables.

N.B.—Commercial Gentlemen shall be most particularly attended to.

## Huddersfield.—The West Riding Imperial Hotel.

JAMES T. WIGNEY, in thanking his friends and the public generally for their kind and increasing patronage since opening the above Hotel, begs to assure them of his continued exertions to afford them every comfort and convenience when honoured with a visit; and also takes this opportunity of informing them that he has, in addition to the "IMPERIAL" at Huddersfield, entered upon the long-established and well-accustomed

COMMERCIAL AND FAMILY HOTEL,  
THE "GEORGE," AT WAKEFIELD.

Where Commercial Gentlemen and others may depend upon having every accommodation they can possibly desire.

## HUDDERSFIELD.

GEORGE HOTEL, COMMERCIAL INN, and POSTING HOUSE, Market Place, close to the Railway Station. J. T. WIGNEY, Proprietor.

N.B.—Omnibuses to and from all the trains.

## BUCKINGHAM.—White Hart Commercial Inn.

B. R. BLENCOE respectfully invites the attention of Commercial Gentlemen to the above Hotel, where they will find every attention paid to their comfort, at moderate charges.

## BUCKINGHAM.—The Commercial Inn.

JAMES BLACKWELL,

HAVING made extensive alterations in his house, respectfully solicits the support of Commercial Gentlemen, to whose comfort every attention will be paid.

## NEWCASTLE-ON-TYNE.

QUEEN'S HEAD HOTEL, & POSTING HOUSE,  
WILLIAM MILLER, PROPRIETOR.

## EDINBURGH.—YORK HOTEL, 19, NICHOLSON STREET.

ROBERT BALCARRAS, Proprietor of the above, begs most respectfully to invite TOURISTS and the Public in general unto this first-class Hotel. His charges are moderate. Hot, Cold, and Shower BATHS. The wines are of the finest quality.

## NEWCASTLE-UPON-TYNE.

Crown Temperance Hotel and Commercial and Family Boarding House,  
7, Grey-street, from Mosley-street.

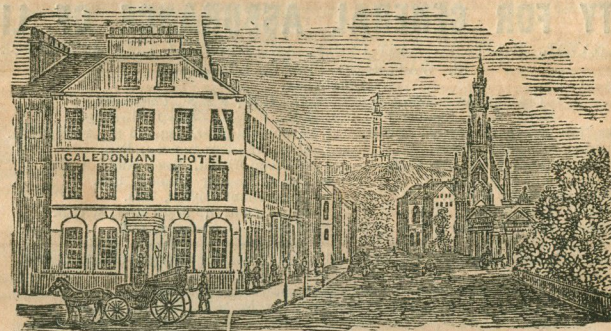
R. P. BELL begs to announce that he has entirely re-furnished the Family Hotel (late Miss Bell's), and that it is now ready for the accommodation of COMMERCIAL GENTLEMEN, and with every convenience for the comfort of PRIVATE FAMILIES.  
Well-aired Beds, and separate Sitting Rooms.

## VISITORS TO EDINBURGH.

## MACKAY'S HOTEL, 91, PRINCES STREET.

THIS Establishment has first class Accommodation for Families, and is conducted on principles uniting every comfort with economy. The situation is the most pleasant and central in Town.

CALEDONIAN



HOTEL,

## EDINBURGH.

THIS HOTEL, situated in the finest part of PRINCES STREET, opposite the Castle and Gardens, offers excellent accommodation to Gentlemen and Families. The Wines and Cuisines are the finest that can be procured, and every charge is on the most moderate remunerating scale.

N.B.—The nearest Hotel to the terminus of the Caledonian Railway. All attendance included in the bill.

## OBAN.—KING'S ARMS INN.

MRS. SINCLAIR begs to acknowledge with much gratitude the kindness of her numerous friends, for the large amount of patronage conferred on her since opening the above establishment, and takes this opportunity of informing her friends and the public, that her house has lately been enlarged by the addition of sixteen apartments; it has also been all newly papered and refurnished.

Mrs. S. hopes by her strict and unremitting personal superintendence of the several departments of the Hotel, together with her moderate charges, to merit a continuance of the good-will of all her numerous friends.—N.B. Particular attention is paid to the cleanliness and airing of the Bed Rooms.

Oban, June, 1849.



## Glasgow.—King's Arms Hotel, 66, Trongate-street.

**A**LEXANDER WILLIAMSON, in returning thanks for the share of public patronage and support experienced since he entered the above premises, begs respectfully to acquaint his Friends and the Public that his Establishment has been considerably enlarged, and is now very complete; and he trusts, by close attention to the comfort of those who may patronise his house, to give every satisfaction. The Hotel is centrally situated at the foot of Nelson Street, opposite the Tron Steeple, and therefore well suited for the convenience of **STRANGERS, COMMERCIAL TRAVELLERS, and TOURISTS.** His Stock of Wines, Spirits, Ales, Porter, &c., are carefully selected, and of the best description. Breakfasts, Luncheons, Dinners, and Suppers, on the Shortest Notice. In his Coffee Room will regularly be found a Bill of Fare, and also a good supply of Newspapers, &c. Well-aired and Comfortable Bed-rooms. Charges strictly moderate.

## BASS'S EAST INDIA PALE ALE.

**H.** and G. BERRY and CO., 3, ST. JAMES'S-STREET, LONDON, the Agents for bottling this celebrated ALE, have always on hand a large stock of the choicest brewings in excellent condition, in quart and pint bottles, and in casks of eighteen gallons and upwards. They have always in good condition Barclay's Double Brown Stout, Stout and Porter, and the strong Burton, Scotch, and Light Ales

## FIRE & LIFE INSURANCE OFFICES.

UNDER THE ESPECIAL PATRONAGE OF  
HER MOST GRACIOUS MAJESTY THE QUEEN.

## SOCIETY FOR GENERAL ASSURANCE OF LIVES.

THE ROYAL NAVAL, MILITARY, EAST INDIA, AND GENERAL LIFE ASSURANCE SOCIETY,  
13, WATERLOO PLACE, LONDON.

### DIRECTORS.

Colonel Sir Frederic Smith, K.H., R.E., F.R.S., *Chairman.*  
Major T. H. Shadwell Clerke, K.H., F.R.S., *Deputy Chairman.*  
Admiral the Right Hon. Sir G. Cockburn, G.C.B.  
Major-Gen. Sir J. Cockburn, Bt., G.C.H.  
General Sir Thomas Bradford, G.C.B., G.C.H.  
Major-Gen. Sir P. Ross, G.C.M.G., K.C.H.  
Lieut.-Gen. Sir John Gardiner, K.C.B.  
Major-Gen. Sir Hew D. Ross, K.C.B., R.A.  
Capt. Sir George Back, R.N., F.R.S.  
Major-Gen. Taylor, C.B., E.I.C.S.  
Major-Gen. Edward Wynnard, C.B.  
Major-Gen. Arnold, K.H., K.C.

**BANKERS**—Messrs. Coutts and Co., 59, Strand.

**PHYSICIAN**—Sir Charles Fergusson Forbes, M.D., K.C.H., F.L.S.

**STANDING COUNSEL**—John Measure, Esq., 4, Serle Street, Lincoln's Inn.

**SOLICITOR**—Rowland Neate, Esq., 57, Lincoln's Inn Fields.

**ACTUARY**—John Finlaison, Esq., the Government Calculator, and President of the Institute of Actuaries. Assurances are granted upon the lives of persons in every profession and station in life, and for every part of the world, with the exception for the present of the Western Coast of Africa within the Tropics. The Rates of Premiums are constructed upon sound principles with reference to every Colony, and, by payment of a moderate addition to the Home Premium, in case of increase of risk, persons assured in this office may change from one climate to another, without forfeiting their Policies.

**FOUR-FIFTHS** of the PROFITS are divided amongst the Assured, and the Bonus may, at their option, either be applied in augmentation of the Sum Assured or in reduction of the Annual Premium, or its value may be received in Cash.

JOSEPH CARTWRIGHT BRETTELL, *Secretary.*

## CALEDONIAN INSURANCE COMPANY,

19, George-street, Edinburgh; 27, Moorgate-street, London.

**FIVE-SIXTHS** of the profits are divided amongst the participating Policy-holders. The Premiums are low.—Prospectuses are sent, post paid, to any part of the country, and may be had at the Office, 27, Moorgate-street, London.

EDWARD F. SEALEY, *Manager.*

## BONUS.

## STAR LIFE ASSURANCE SOCIETY,

CHIEF OFFICE—44, MOORGATE-STREET, LONDON.

### Trustees:

Richard Bealey, Esq., Manchester.  
Thomas Farmer, Esq., London.  
James Heald, Esq., M.P., Stockport.  
John Robinson Kay, Esq., Bury.  
Frederick Mildred, Esq., Nicholas Lane.  
William Skinner, Esq., Stockton-on-Tees.

### Directors:

**Chairman**—Charles Harwood, Esq., F.S.A., Judge of the County Court of Kent, and Recorder of Shrewsbury.

**Deputy-Chairman**—John Josiah Buttress, Esq.

William Betts, Esq.  
John Churchill, Esq.  
Walter Griffith, Esq.  
John Lidgett, Esq.  
William D. Owen, Esq.

William F. Pocock, Esq.  
William Merry, Esq.  
William H. Smith, Esq.  
William Tress, Esq.

George F. Urling, Esq.  
John Vanner, Esq.  
John Wingrave, Esq.  
John Wood, Esq.

### Medical Officers:

**PHYSICIAN**—Dr. Ratcliffe. **SURGEONS**—John M. Camplin, Esq., F.L.S.; S. Griffith, Esq.

**Counsel:** R. Matthews, Esq.; C. Harwood, Esq. **Solicitor:** R. M. Reece, Esq.

### DECLARATION OF BONUS.

The valuation of the Assets and Liabilities of the Society has been made to the 31st December, 1848, and the results submitted to Professor De Morgan, F.R.A.S., Peter Hardy, Esq., F.R.S., and Jenkin Jones, Esq., F.I.A., who certify that the Society's business has been of a most satisfactory character; and that the very liberal Bonus averaging upwards of 60 per cent. on the Premiums paid (about 2 per cent. per annum on the sum assured), is perfectly safe to the permanent interests of the Society.

The class of persons who have availed themselves of the advantages of this Society (being principally members of religious communities, and consequently of moral and careful habits), has given to the experience of the Star, a marked superiority, as will be manifest from an inspection of the following specimen of Bonus declared at the first Quinquennial Meeting, held March, 1849.

Age at Date of Policy.	Sum Assured.	Amount Paid to the Office.	Bonus Added to the Sum Assured.	Amount now payable at the Death of the Assured.
	£	£ s. d.	£ s. d.	£ s. d.
25	1000	106 9 2	76 8 2	1076 8 2
35	1000	139 15 10	85 7 1	1085 7 1
45	1000	188 10 10	98 0 0	1098 0 0
55	1000	283 19 2	122 18 9	1122 18 9
65	1000	448 2 6	169 1 7	1169 1 7

The next valuation for the purpose of apportioning profits, will be made on the thirty first day of December, 1853.

Report of the business done up to the present date, and all particulars, with forms of proposals, prospectuses, and any other information, may be obtained from any of the Society's Agents throughout the country, and from

W. E. HILLMAN, F.I.A.,

ACTUARY.

The Directors of the STAR FIRE INSURANCE COMPANY continue to grant Policies against loss or damage by Fire on Buildings, Merchandise, Furniture, and Stock-in-trade, on terms highly advantageous to the public.

W. E. HILLMAN, SECRETARY.



# THE AUSTRALASIAN, COLONIAL, and GENERAL LIFE ASSURANCE and ANNUITY COMPANY, No. 1, LEADENHALL STREET.\*

**CAPITAL £200,000, IN 2,000 SHARES.**

## DIRECTORS.

EDWARD BARNARD, Esq. | JOHN H. CAPPER, Esq. | RICHARD ONSLOW, Esq.  
ROBERT BROOKS, Esq. | JOHN B. ELIN, Esq. | WILLIAM WALKER, Esq.  
HENRY BUCKLE, Esq. | CHARLES R. MANGLES, Esq.

**TRUSTEES.**—EDWARD BARNARD, Esq., J. H. CAPPER, Esq., EDWARD THOMPSON, Esq.

**AUDITORS.**—JAMES EASTON, Esq., and C. RICHARDSON, Esq.

**SOLICITORS.**—Messrs. MAPLES, PEARSE, MAPLES, and PEARSE.

**BANKERS.**—The Union Bank of London.

**COLONIAL BANKERS.**—The Bank of Australasia, (Incorporated by Royal Charter, 1835),  
8, Austin Friars.

**PHYSICIAN.**—DR. FRASER, 62, Guildford-street, Russell-square.

The following are specimens of the rates of premium charged by this Company for the Assurance of £100.

WITH PROFITS.				WITHOUT PROFITS.			
Age.	Annual Premium.	Age.	Annual Premium.	Age.	Annual Premium.	Age.	Annual Premium.
20	£1 17 1	40	£3 4 0	20	£1 10 3	40	£2 15 3
25	2 2 1	45	3 15 6	25	1 14 11	45	3 6 6
30	2 8 2	50	4 11 8	30	2 0 7	50	4 1 8
35	2 15 2	55	5 9 7	35	2 7 0	55	5 0 5

No EXTRA PREMIUM is charged for residence in the Australasian or North American Colonies, Cape of Good Hope.

PECULIAR FACILITIES are afforded for the assurance of the lives of persons proceeding to, or residing in the East Indies.

Premiums may be paid and claims settled, in Australasia and the East Indies, by indorsement of the policy. Immediate and deferred Annuities are granted by the Company, on very favourable terms, and it is a peculiar feature in its constitution, that Annuitants participate in the profits.

## ANNUITIES.

The following are specimens of the annuities granted for every £100 sunk.

Age.	Male Lives.	Female Lives.	Age.	Male Lives.	Female Lives.
35	£7 1 5	£6 13 5	65	£12 12 0	£10 19 0
45	7 13 1	7 4 9	75	18 9 2	16 3 5
55	9 13 0	8 8 9	80	25 8 9	20 2 7

## DEFERRED ANNUITIES.

Annuities (payable half yearly) which an Annual Premium of £10 paid down, and continued during the undermentioned Terms of Deferment will secure:—

## TERMS OF DEFERMENT.

Age	10 Years.		20 Years.		30 Years.		35 Years.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
20	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
25	8 17 6	8 3 8	25 3 4	22 10 8	60 8 8	51 0 9	95 13 10	76 16 11
30	9 3 2	8 9 6	26 17 11	23 17 9	69 8 10	56 11 6	115 8 3	89 15 2
35	9 12 3	8 16 5	29 13 5	25 13 7	83 14 8	65 3 3	—	—
40	10 5 9	9 5 11	34 1 8	28 6 0	—	—	—	—
45	11 6 7	9 18 0	40 16 2	32 8 0	—	—	—	—

**E. RYLEY, Actuary and Secretary.**

\* REMOVED FROM No. 126, BISHOPSGATE-STREET.

# RAILWAY PASSENGERS' ASSURANCE COMPANY.

EMPOWERED BY SPECIAL ACT OF PARLIAMENT.

**CAPITAL—ONE MILLION.**

**OFFICE—No. 3, OLD BROAD STREET.**

## DIRECTORS.

JOHN DEAN PAUL, Esq., 217, Strand, CHAIRMAN.  
GEORGE BERKELEY HARRISON, Esq., 24, Great Tower Street, DEPUTY CHAIRMAN.  
HUMPHREY BROWN, Esq., M.P., Westminster and Tewkesbury.  
JAMES CLAY, Esq., M.P., Montague-square.  
GEORGE CLIVE, Esq., Sanderstead, Croydon.  
SAMUEL WHITEFIELD DANKES, Esq., 14, Whitehall-place.  
HARVIE FARQUHAR, Esq., St. James's Street.  
ALEXANDER GREIG, Esq., 10, Lowndes-street, Belgrave-square.  
THE HON. ARTHUR KINNAIRD, Pall Mall East.

## BANKERS.

Messrs. Strahan, Paul, Paul, and Bates, 217, Strand.  
Messrs. Ransom and Co., Pall Mall East.

## SURGEON.

Barnard Wight Holt, Esq., F.R.C.S., 5, Parliament-street, Westminster.

## SOLICITORS.

Messrs. Holt and Aubin, 26, Bucklersbury.

This Company has been established for the purpose of applying the principle of Life Assurance to single journeys on Railways.

It is intended that, irrespective of distance, a Passenger may, by the payment of Three-pence on taking a First Class Ticket, Twopence on taking a Second Class Ticket, or One Penny on taking a Third Class Ticket, secure to his survivors, in case of Death, £1000, £500, or £200 respectively; and where (as in the great majority of cases) the accident does not terminate fatally, liberal and immediate compensation to himself, the several sums mentioned being in each particular case the limit, though not necessarily the measure of the sum to be paid.

In the event of an Accident, a representative of the Company will be sent immediately to the spot, provided with money to make instant advances to any of the Assured who may require such assistance, and armed with authority to make such general arrangements for the comfort of the sufferers as may be deemed expedient.

The Special Act for carrying out the objects of the Company, having passed both Houses of Parliament, after it has received the Royal Assent the Company will be in a position to grant Insurances.



# SOVEREIGN LIFE ASSURANCE COMPANY,

No. 5, ST. JAMES'S STREET, LONDON.

## Trustees:

The Rt. Hon. the EARL TALBOT, K.G., &c. &c.  
 LIEUT.-GENERAL SIR JAMES BATHURST, K.C.B., &c. &c.  
 B. BOND CABELL, ESQ., M.P., F.R.S., F.S.A.

HENRY POWNALL, ESQ.

CLAUDE EDWARD SCOTT, ESQ.

## Directors:

Chairman—Lieut.-Colonel Lord Arthur Lennox.

Deputy Chairman—T. C. Granger, Esq., M.P.

John Ashburner, Esq., M.D.

Sir James Carmichael, Bart.

T. M. Batard, Esq.

John Gardiner, Esq.

J. P. Bathurst, Esq.

Charles Osborn, Esq.

C. Farebrother, Esq., Ald.

Assurances granted on the lives of persons in every station of life, and every part of the world, on peculiarly favourable terms.

Every facility afforded to persons assuring the lives of others, so as to render such policies effectual securities.

Persons proceeding beyond the limits of Europe may effect assurances on payment of moderate increased rates.

Immediate annuities granted on liberal terms, affording great advantage to persons of limited income.

Deferred annuities may be purchased at rates which secure a return of the whole or part of the premiums paid, in case the age at which the annuity is to commence be not attained.

Also Endowments on Widows and Children.

Loans are granted, on approved security, to parties effecting assurances with the Company.

All the Company's Engagements are guaranteed by an ample subscribed and paid-up capital.

Prospectuses and the necessary forms of proposal, with every information, may be obtained on application, either personally or by letter, at the Company's offices.

A liberal commission allowed to solicitors and agents in every branch of business.

The Company grants a fee for the opinion of the medical referee named by each proposer for assurance.

H. D. DAVENPORT, Secretary.

# THE LONDON ASSURANCE CORPORATION,

By Charter of King George the First,

FOR LIFE, FIRE, and MARINE ASSURANCE, Granted upon their FIRST LIFE POLICY on the 7th June, 1721.

Their New Prospectus embraces a variety of very eligible plans for Life Assurance at moderate premiums. Two-thirds of the gross profits are awarded to the Assured by a BONUS added to the Policy—a payment in Cash—a new Policy without premium—or by a reduction of the future annual premiums.

The expenses of managing the Life Department are not, as is usual, taken from the premium fund, but are defrayed by the Corporation out of their share of the profits, thus giving the assured all the advantages of Mutual Assurance without liability of partnership, and the security of an ancient and opulent Corporation.

Assurances without participation, and short period Assurances, are effected on very advantageous terms.

Parties proceeding abroad are liberally treated.

## ANNUAL PREMIUMS FOR THE ASSURANCE OF £100.

Age.	PARTICIPATING.			NON-PARTICIPATING.			
	Whole Term of Life.			Whole term of Life.	For One Year.	For Seven Years.	
	£	s.	d.	£	s.	d.	£
20	2	0	2	1 15 11	0 18 3	0 19 10	d.
30	2	10 8		2 5 11	1 5 1	1 6 11	
40	3	5 1		3 0 0	1 10 2	1 11 7	
50	4	10 7		4 5 7	2 3 0	2 11 1	
60	6	12 5		6 5 11	3 12 1	4 4 5	
65	8	4 11		7 16 9	4 15 2	5 10 10	

Fire Insurances on every description of property at moderate rates, and Marine Assurance at the current premiums.

Prospectuses may be had at their Offices, 7, Royal Exchange, Cornhill, and 10, Regent-street, or sent free on a written application.

JOHN LAURENCE, Secretary.

# THE CITY OF LONDON LIFE ASSURANCE SOCIETY,

FOR ACCUMULATIVE AND GENERAL ASSURANCES.

2, ROYAL EXCHANGE-BUILDINGS, LONDON.

## DIRECTORS

The Very Rev. the Dean of Hereford.

George M. Dowdeswell, Esq.

L. Colonel Rowland, Royal Artillery.

Robert Owen Aland, Esq.

F. A. Durnford, Esq.

William Simpson, Esq.

William Betts, Esq.

Robert Kente, Esq., F.R.S.

William Thacker, Esq.

James Risdon Bennett, Esq., M.D.

Stephen H. Lee, Esq.

William A. Thomas, Esq.

John Blakeway, Esq.

David Ogilvy, Esq.

Francis Watts, Esq., F.S.A.

Charles Collick, Esq.

John Powis, Esq.

George Watson Wood, Esq.

ACTUARY.....G. J. FARRANCE, Esq.

THIS Society embraces every known advantage or convenience offered by any existing Life Office. It combines three distinct yet co-operating systems: the mutual, the proprietary, and the accumulative. Premiums may be altogether omitted for a few years, under certain arrangements. Policies are void only in cases of fraud. Prospectuses and information may be obtained of

EDWARD FREDERICK LEEKS, Secretary.

**MEDICAL, INVALID, & GENERAL LIFE ASSURANCE SOCIETY, 25, PALL MALL, LONDON.** Division of Profits. At the last Annual Meeting, held on the 30th November, 1848, it was shown that the business of this Society had materially increased during the past year. 508 new policies were issued, yielding in annual premiums £7,609 12s.

A bonus was also declared, by which nearly 2 per centum per annum was added to all the participating policies. The following abstract will show the effect of this bonus on healthy lives, and on one of the most numerous class of diseased lives:—

## BONUS TO POLICIES ISSUED ON HEALTHY LIVES AT THE AGES OF

30				60			
No. of annual premiums paid.	Sum assured.	Bonus added.	Sum now payable.	No. of annual premiums paid.	Sum assured.	Bonus added.	Sum now payable.
7	£ 120	£ s. d.	£ s. d.	7	£ 1000	£ s. d.	£ s. d.
4	1000	114 15 9	1114 15 9	4	1000	135 19 4	1135 19 4
1	1000	65 11 11	1065 11 11	1	1000	131 19 7	1131 19 7
		16 12 2	1016 12 2			27 6 5	1027 6 5

## BONUS TO POLICIES ISSUED ON CONSUMPTIVE LIVES AT THE AGES OF

30				50			
No. of annual premiums paid.	Sum assured.	Bonus added.	Sum now payable.	No. of annual premiums paid.	Sum assured.	Bonus added.	Sum now payable.
7	£ 1600	£ s. d.	£ s. d.	7	£ 1000	£ s. d.	£ s. d.
4	1000	175 17 1	1175 17 1	4	1000	254 15 3	1254 15 3
1	1000	105 6 3	1105 6 3	1	1000	150 15 3	1150 15 3
		27 13 9	1027 13 9			39 4 9	1039 4 9

Copies of the last Annual Report, Forms of Proposals, &c., sent free on application to

FRANCIS G. P. NEISON, Actuary.

# SOLICITORS' AND GENERAL LIFE ASSURANCE

57, CHANCERY LANE, LONDON.

THIS Society presents the following advantages to the Assured:—

FIRST.—The Security of a large subscribed Capital.

SECOND.—Exemption of the Assured from all liability.

THIRD.—Tables of Premiums, calculated on the true law of mortality, expressly for this office, and affording particular advantages to young lives.

FOURTH.—Participating and Non-participating Scales of Premiums. In the former the assured are entitled to EIGHTY PER CENT., or FOUR-FIFTHS of the profits divided amongst them periodically, either by way of addition to the sum assured, or in diminution of premium, at the option of the Assured.

FIFTH.—No deduction is made from the four-fifths of the profits belonging to the assured for interest on capital, or Guarantee Fund.

SIXTH.—No Policy disputed, except in case of fraud.

SEVENTH.—This Society gives much larger share of profits to the assured, and at a lower rate of premium, than the great majority of other Life Offices.

EIGHTH.—Parties wishing to assure their lives without participating in the profits, can do so on a lower scale of Premiums than that of a large proportion of other Offices.

Assurances may be effected through any respectable Solicitor, or by writing to the Secretary, from whom Prospectuses and all other requisite information may be obtained.

CHARLES JOHN GILL, Secretary.



**IMPERIAL LIFE INSURANCE COMPANY, No. 1, OLD BROAD-ST., LONDON.**

**DIRECTORS.**  
**GEORGE FIELD, Esq., Chairman.** **JOHN HORSLEY PALMER, Esq., Deputy Chairman.**  
 James C. C. Bell, Esq. George Hibbert, Esq. George Reid, Esq.  
 Charles Cave, Esq. Samuel Hibbert, Esq. Joseph Reid, Esq.  
 Charles Francis Cobb, Esq. Daniel Mildred, Esq. William R. Robinson, Esq.  
 Andrew Colville, Esq. James Gordon Murdoch, Esq. Newnam Smith, Esq.  
 George Henry Cutler, Esq. James Pattison, Esq., M.P.

FOUR-FIFTHS, or 80 per cent. of the Profits will be assigned to Policies every fifth year; and may be applied to increase the Sum insured;—to an immediate payment in cash; or to the reduction and ultimate extinction of future premiums, as shown in the following example:—

Profits to Policies of 25 years' standing, entitled to participate in the Bonus declared in 1846.

Age at Entry.	Sum Insured.	Annual Premium.	Bonus Added.	Cash paid on surrender of Bonus	On Prem reduced to	And annual return of
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15	1000	19 5 10	451 5 0	174 12 3	8 6 9	.. ..
20	1000	21 15 10	451 5 0	193 12 2	8 15 0	.. ..
30	1000	26 14 2	451 5 0	236 18 7	7 10 5	.. ..
40	1000	33 19 2	451 5 0	284 0 6	4 9 8	.. ..
50	1000	45 6 8	451 5 0	335 9 11	.. ..	4 19 4
60	1000	13 13 4	451 5 0	384 12 5	.. ..	36 10 6

Insurances without participation in profits effected at reduced rates.

Prospectuses and an explanatory statement of other advantages now given by this Company, may be had at the Chief Office as above, at the Branch Office, 16, Pall Mall, or of their agents.

SAMUEL INGALL, Actuary.

**THE LIVERPOOL AND LONDON****FIRE AND LIFE INSURANCE COMPANY.**

Established in 1836. Empowered by Act of Parliament.

OFFICES—8, Water-street Liverpool; 3, Charlotte-row, Mansion-house, and 28, Regent-street, Waterloo-place, London.

**TRUSTEES.**

Sir T. B. Birch, Bart., M.P. | Adam Hodgson, Esq. | S. H. Thompson, Esq.

**DIRECTORS IN LONDON.**

**CHAIRMAN—WILLIAM EWART, Esq., M.P.** **DEPUTY CHAIRMAN—GEORGE FRED. YOUNG, Esq.**  
 Sir W. P. De Bathe, Bart. Ross D. Mangles, Esq., M.P. J. M. Rosseter, Esq.  
 Matthew Forster, Esq., M.P. James D. Nicol, Esq. Edward T. Whittaker, Esq.  
 Frederick Harrison, Esq. Hon. F. Ponsonby Swinton Boulton, Esq., Secretary  
 James Hartley, Esq. John Rankin, Esq. to the Company.

RESIDENT SECRETARY—Benjamin Henderson, Esq.

MANAGER OF THE WEST END BRANCH—Frederick Chinnock, Esq.

BANKERS—Union Bank, London. SOLICITORS—Messrs. Palmer, Anderson, Esq., F.R.C.S.

MEDICAL REFERENCE—Messrs. Thompson and Morgan, 2, Conduit-street west.

Subscribed capital, £1,500,000; surplus funds, £164,940. The liability of the proprietors is unlimited.

Fire Insurance at home, in the colonies, and in foreign countries.

Life Insurance, with guaranteed bonuses, or otherwise.

Capital sums, to meet the depreciation of Leasehold property by lapse of time, and for other purposes, insured by the Company.

The Directors have opened offices at No. 28, Regent-street, Waterloo-place, under the management of Mr. FREDERICK CHINNOCK, from whom Prospectuses and further information may be obtained.

SWINTON BOULT, Secretary to the Company.

**MEDICINE, SURGERY, &c.**

**TIC DOULOUREUX CURED** with rapidity and certainty by **SOMERSCALE'S**

**NEURALGIC POWDERS.** This remedy is also signally successful in Sciatica, Neuralgia, Brow Ague, Face-ache, &c., in all diseases of nervous system. A packet of powders, sufficient in ordinary cases to effect a cure, will be sent post free to any part of the kingdom on the receipt of a post-office order for 3s., or 36 penny stamps. To be obtained genuine only of Dr. SOMERSCALE'S, 25, Denmark-street, Soho, London. Applicants are requested to send a history of the case, in order that the strength of the medicine may be regulated.

Sold in packets, 2s. 9d. and 11s., stamp included.

**For Purifying the Blood and Strengthening the Digestive Organs.**

**FRENCH'S SARSAPARILLA and CHAMOMILE.**—A Genuine Fluid Extract of these well-known, valuable Medicines. It is suited for either sex, and will prove a certain cure for Indigestion, loss of appetite, Dimness of Sight, Fainting Fits, Wasting of the Flesh, Langour, Skin diseases, Rheumatic and Nervous affections, and all impurities of the Blood caused by unhealthy climates, too sedentary a life, or other causes. By the diligent use of this purifying medicine the energies of the whole nervous system will be augmented, a more powerful, healthy action of every faculty produced, feebleness, and all the deplorable symptoms of disease will vanish, and strength and health be restored to the feeble and afflicted by its restorative properties. Price 2s. 9d., 4s. 6d., 11s., and 22s. each. Prepared only by W. A. FRENCH, Practical Chemist, 309, Holborn, two doors west of Chancery Lane. The 11s. and 22s. sizes sent free to any part of England.

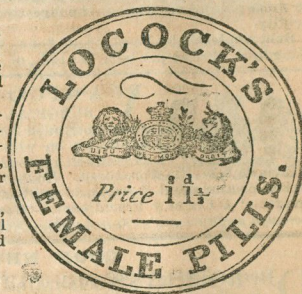
**UNDER HER MAJESTY'S ROYAL LETTERS PATENT.****THE BEST AND SAFEST MEDICINE FOR**

**LADIES.**—An eminent Physician says, "Ladies who take No. 1 from 14 to 20, and No. 2 from 20 to 50 years of age, pass through life comparatively free from complaint, and never suffer from the painful diseases of advanced life."

Consumption is prevented—Chlorosis—General Weakness, accompanied by weariness and sinking at the pit of the stomach—Feverishness—Indigestion—Constipation—Loss of appetite—Flatulence—Heartburn—Giddiness—Palpitation—Pains in the Head, Stomach, Loins, and all Hysterical Affections, are completely removed by their peculiar effects.

Sold by all the London Wholesale Houses—Barclay, Edwards, Sutton, Dietrichsen, Sanger, Prout, &c.—at Locock's Female Pill Warehouse, 16, King-street, Covent Garden; and all established Patent Medicine Vendors throughout the kingdom.

N.B. "Locock's Female Pills" is engraved on the Government Stamp outside each Box.

**MEDICAL GALVANISM.—HORNE, THORNTWHAITE, & WOOD,**

successors to E. PALMER, 123, NEWGATE-STREET, in submitting their improved **ELECTRO-GALVANIC MACHINES**, beg to state that they have availed themselves of the discoveries of De la Rine, Faraday, Smee, and others, by which they are enabled to construct a coil with all the required intensity and quantity of electricity for medical use, thereby effecting both a saving of expense and trouble to the invalid, and placing in his hands an effective, powerful, and simple instrument, that may be excited at a minute's notice, and without trouble.—Price £3 3s.; £3 10s.; and £5 5s.

**PHILOSOPHICAL APPARATUS.**—Every description of Apparatus connected with Chemistry, Hydraulics, Hydrostatics, Pneumatics, Frictional and Voltaic Electricity, Electro-Magnetism, Electro-Metallurgy, Optics, (including the Dissolving Views, Photography, &c.) manufactured and sold by Horne, Thornthwaite, and Wood, Successors to Edward Palmer, 123, NEWGATE-STREET, LONDON.

An illustrated Catalogue, containing upwards of 500 engravings of apparatus, price 2s. 6d., can be obtained through any bookseller or merchant.

Foreign orders, enclosing a remittance or order for payment in London, promptly attended to.

N.B.—Galvanic Batteries of every construction, including Daniell's, Smee's, Grove's, the Maynooth, and for producing the Electric Light; for Telegraphic purposes, Blasting Rocks, Sub-marine Explosions, &c., &c.

**THE AFFLICTED WITH RHEUMATISM, GOUT, WEAKNESS IN THE LIMBS, JOINTS, PARALYSIS, SPINAL AFFECTIONS, TIC-DOLOUREUX, &c.**, should read a Pamphlet, which will be sent to any part of the kingdom upon a paid letter, enclosing three postage stamps, being addressed to

**MR. CABBURN'S DISPENSARY,  
KING'S CROSS, LONDON,**

wherein indisputable proofs are adduced, and directions given, that for a few shillings, or even pence in some cases, alleviation from pain may be quickly effected, and in a short period a perfect restoration. Persons about to take the benefit of change, as to air, &c., for the restoration of their bodily health and strength, should peruse this Pamphlet, it being the fourth edition of 400,000.





## TASTELESS CASTOR OIL.

**TAYLOR'S CONCENTRATED CASTOR OIL CAPSULES** are the pleasantest Medicine extant. They are without taste, and can be taken with the greatest facility even by children, each capsule being equal to a dessert spoonful of castor oil. Prepared only at 10, **PALL MALL, LONDON**, and sold by all Patent Medicine Vendors, in boxes at 2s. 6d. each, post free for 34 stamps. Purchasers should be careful to ask for "Taylor's Concentrated Castor Oil Capsules," as there are several dangerous imitations.

**HEARTBURN, &c.—TO RAILWAY TRAVELLERS.**—Certain and immediate relief from this distressing complaint, is given, in the hours of business, by night, or on a journey, by the use of **BROCKEDON'S COMPRESSED BI-CARBONATES OF SODA AND OF POTASS.** These pure alkaline preparations, compressed into Pills furnish an ever-ready and instant remedy to those painful diseases of the digestive organs, heartburn, sick head-ache, indigestion, &c., produced by acidity.

Sold wholesale by Barclay and Sons, Farringdon-street; and by every Chemist and Druggist in the United Kingdom. Prices per box, 1s. 1½d., or in family boxes, half a-crown.



**VARICOSE VEINS, WEAKNESS, &c.—HUXLEY'S SURGICAL CAOUTCHOU ELASTIC STOCKINGS,** knee caps, anclets, &c., stand unrivalled for their efficacy in all cases of Varicose Weakness, Sprains, &c. They are drawn on with the facility of an ordinary stocking, affording equal and permanent pressure in every part; they are less expensive and more durable than any stocking yet produced. Huxley and Co. particularly solicit the inspection of the profession. Directions for self-measurement forwarded, and the articles sent by post.—Huxley and Co., 5, Vere-street, Cavendish-square.—"A Country Practitioner."—"Huxley's Surgical Stockings."—"We constantly use them, and find them thoroughly efficacious."—*Vide Lancet.*—Notices to Correspondents.

## GOOD NEWS FOR THE AFFLICTED.

**DR. ROBERTS'S** celebrated Ointment, called "The POOR MAN'S FRIEND," is confidently recommended to the public as an unfailing remedy for wounds of every description, a certain cure for ulcerated sore legs, if of twenty years' standing; cuts, burns, scalds, bruises, chilblains, scorbutic eruptions, and pimples in the face, sore and inflamed eyes, sore heads, breasts, piles, fistulae, and cancerous humours, and is a specific for those afflictive eruptions that sometimes follow vaccination.

Sold in pots, at 1s. 1½d. and 2s. 9d. each.

Also his **PILULE ANTISCROPHULE**, confirmed by more than forty years' experience, to be without exception one of the best alterative medicines ever compounded for purifying the blood, and assisting nature in all her operations. Hence they are useful in scrofula, scorbutic complaints, glandular swellings, particularly those of the neck, &c. They form a mild and superior family aperient, that may be taken at all times without confinement or change of diet. Sold in boxes at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., each.—Sold wholesale by the proprietors, Beach and Barnicott, at their Dispensary, Bridport, and by the London Houses. Retail by all respectable medicine vendors in the United Kingdom.

**OBSERVE.**—No medicines sold under the above name can possibly be genuine, unless "Beach and Barnicott, late Dr. Roberts, Bridport," is engraved and printed on the stamp affixed to each package.

### Constitutions, how ever Weak or Debilitated, may be completely Renovated by Holloway's Pills.

**THE** Extraordinary Sale of these Admirable Pills throughout every Part of the Civilised World is the most convincing proof of their efficacy in the cure of various disorders. In cases of weak or debilitated constitutions their properties are such as to purify the blood, invigorate the system, and establish the soundest health. Persons suffering from lowness of spirits, nervousness, imperfect digestion, deranged stomachs, bilious affections, liver complaints, determination of blood to the head, or even epileptic fits, will find in this truly valuable medicine a certain, safe, and efficacious remedy.—Sold by all Druggists, and at

Professor Holloway's Establishment, 244, Strand, London.



**VARICOSE VEINS.—SURGICAL ELASTIC STOCKINGS** and **KNEECAPS** of a new and ingenious fabric, for the use of Varicose and Weakness, are introduced and extensively manufactured in every form by **POPE and PLANTE**, 4, Waterloo Place, Pall Mall.—This pervious elastic yields an unvarying support and equal pressure, WITHOUT THE TROUBLE of LACING or bandaging. Patronised by very eminent Surgeons. Instructions for measures on application, and the articles sent by Post.

## MISCELLANEOUS.

TO LADIES.—THE HIGH AND UNIVERSAL CELEBRITY WHICH

## ROWLANDS' KALYDOR

continues to maintain as an active; yet mild and soothing extirpator of all impurities of the Skin, is, during the period of Spring, most pleasingly evinced. This preparation, eminently balsamic, restorative, and invigorating, is equally distinguished for safety in application, as for unfailing efficacy in eradicating all redness, tan, pimples, spots, freckles, discolorations, and other cutaneous visitations. The radiant bloom it imparts to the cheek, and the softness and delicacy which it induces on the hands and arms, render it indispensable to every toilet.

To ladies during the period of nursing, and as a wash for infants, it cannot be too strongly recommended. Gentlemen, after shaving, will find it allay all irritation and tenderness of the skin, and render it soft, smooth, and pleasant. Its purifying and refreshing properties have obtained its exclusive selection by Her Majesty the Queen, the Court, and the Royal Family of Great Britain, and the several Courts of Europe.

\* Beware of spurious "KALYDORS" for sale, containing mineral astringents utterly ruinous to the Complexion, and by their repellent action endangering health. The words, "Rowlands' Kalydor" are on the wrapper of the genuine article. Price 4s. 6d. and 8s. 6d. per bottle.

Sold by A. Rowland and Son, 20, Hatton Garden, London, and by all respectable Chemists and Perfumers.

## BRYANT AND MAY,

133, TOOLEY-STREET, LONDON,

Manufacturers of Grease for every Description of Railway Traffic, and all other kinds of Machinery.

**TO EMIGRANTS, CAPTAINS, SHIPPERS, &c.**—No one should leave England without providing himself with a stock of **GUTTA PERCHA SOLES** and **SOLUTION**.



The ease with which these soles can be applied in countries where no shoemaker can be found; their power of keeping the feet perfectly dry, preserving the body from Coughs, Colds, &c., in lands where medical advice cannot be had; and their great durability and cheapness, render them essential to the comfort and security of all who purpose sailing to distant countries. Gutta Percha Bowls, Bottles, Flasks, &c., are admirably suited for shipboard and emigrants, as they will not break by being even violently thrown down upon the floor, and may be made into Life Buys in the event of a shipwreck. Any person taking a stock across the seas will find it afford a profitable speculation.

Manufactured by the **GUTTA PERCHA COMPANY**, Patentees, Wharf-road, City-road, London; and sold by their wholesale dealers in town and country.

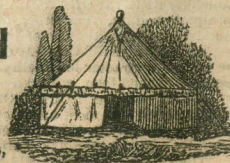
## BENJAMIN EDGINGTON, MARQUEE, TENT, FLAG, & RICK CLOTH

MANUFACTURER,

2, Duke-street, Southwark, foot of London Bridge,

A WAREHOUSE, 208, PICCADILLY.

Railway Truck Covers, Wagon Cloths, Netting, and Bunting, &c.—Marquees, Tents, and Rick Cloths for Sale or Hire.





## The Wellington Surtout.



**NEW LIGHT REPELLENT OVER-COAT** for all Seasons.—Registered 6 and 7 Vict., Cap. 65.—Patronized by H. R. H. PRINCE ALBERT, the ROYAL FAMILY, His Grace the DUKE OF WELLINGTON, the PRINCIPAL NOBILITY, and OFFICERS of the GUARDS.

This gentlemanly garment, cut out on a new principle, so as to improve the figure, and which (owing to its elasticity) fits equally well either as an Over-coat or LIGHT SUMMER FROCK, is made of a peculiar cloth, manufactured in the West of England, expressly for this coat, of double twist warp and weft, and finest Saxony wool, and is guaranteed to endure and maintain its primitive appearance at least twice the time of ordinary cloth, however good the quality, as it does not wear white or rough, and although repellent is perfectly porous. The sleeves are lined with a rich durable silk, so that the coat slips on and off easily, and, owing to its softness, lightness, and elasticity, the wearer experiences perfect ease and freedom when the coat is buttoned.

The WELLINGTON SURTOUT commends itself to all who desire a quiet, elegant, gentlemanly appearance; it is kept in every size ready for immediate wear. Price Two Guineas and a Half. Every genuine coat has a stamp bearing the royal arms; also the name and address of the Patentee.

**JAMES FOUGERE,**

6, Conduit-street, Regent-street; and NUMBER ONE, Bucklersbury, adjoining 80, Cheapside, London.

Gentlemen going to warm climates should not complete their Outfit without a Wellington Surtout, as it will be found the greatest addendum comfort, being, in fact, quite loose and easy, while it appears to fit close and compact.

Ladies' Riding Habits, as made for the Queen, Gentlemen's Morning and Evening Dress, of every description, in Fougere's well-known West End Style, Naval and Military out-fits, Servants' Liveries, &c., on greatly reduced terms. Dress Coats, of first-rate quality, £3 10s., Frock Coat, faced with silk, £4.; Elastic Dress Trousers, £1 12.; Waistcoats of Kerseymere, Cashmere or Marsella, 17s. FOR CASH ON DELIVERY.

Agents continue to be appointed in all the principal Towns of Great Britain, and also abroad.

**COCOA and CHOCOLATE.**—J. S. FRY and SONS, inform the public that their various articles are on sale by all respectable Grocers and Tea dealers.

FRY'S SOLUBLE COCOA requires no boiling; is an article in general consumption; its highly nutritious qualities and fine flavour, combined with the economy resulting from its use, render it at once adapted for every class of the community.

FRY'S HOMOEOPATHIC or DIETETIC COCOA is peculiarly mild, and admirably adapted to the impaired digestion of the invalid; is carefully manufactured by them of the finest quality, and is strongly recommended for the delicate; it is also suited for general use. This article is devoid of any quality which would in the slightest degree counteract the effect of homoeopathic medicines.

FRY'S CHOCOLATE or COCOA PASTE, in Half Pound Pots, CHOCOLATE POWDER in Half Pound Canisters, BROMA, GRANULATED COCOA, and SOLUBLE CHOCOLATE, are articles easy of solution, and require no boiling, from either of which a cup of chocolate or cocoa may be made in one minute at the table, and are adapted to the use of invalids, persons residing in chambers, or small families.

FRY'S PATENT COCOA, Churchman's and other CAKE CHOCOLATES, which have invariably maintained the highest character for quality and flavour, continue to be made at their Manufactory in Bristol, which has been established for more than one Century.

FRY'S Refined ROCK COCOA, in Quarter Pound Packets, made from the best Trinidad Cocoa Nibs, is recommended as a most nutritious article for breakfast, containing all the full flavour of the genuine nut.

Ground COCOA NIBS, a genuine article in Half Pound Packets, manufactured by J. S. Fry & Sons from carefully selected Trinidad Nuts.

The above articles are sold by all Tea dealers and Grocers in London and the chief towns in Great Britain and Ireland.

## THE BEST REMEDY FOR INDIGESTION.

**NORTON'S CAMOMILE PILLS** are confidently recommended as a simple but certain Remedy to all who suffer from Indigestion, Sick Head-Ache, Bilious and Liver Complaints; they act as a powerful tonic and gentle aperient, imparting strength to the stomach, and composure to the nervous system.

Sold in bottles at 1s. 1½d. or 2s. 9d. each, by A. Willoughby & Co. (late B. G. Windus), 61, Bishopsgate Without, and nearly all Medicine Vendors.

Be sure to ask for "NORTON'S PILLS," and do not be persuaded to purchase an imitation.

## INFLUENZA, COUGHS, AND COLDS.

**SIMCO'S ESSENCE OF LINSEED** is the most efficacious remedy ever discovered for the relief of persons suffering Influenza; the two first doses generally arrest the progress of this distressing complaint, and a little perseverance completely removes it. Children's coughs, as well as recent ones in adults, will be removed by a few doses (frequently by the first), and asthmatic persons, who previously had not been able to lie down in bed, have received the utmost benefit from the use of SIMCO'S ESSENCE OF LINSEED.

Sold by all Medicine Vendors, in bottles at 1s. 1½d. or 2s. 9d. each.

## FOR GOUT, RHEUMATISM, & RHEUMATIC GOUT.

**SIMCO'S GOUT AND RHEUMATIC PILLS** are a certain and safe remedy; they restore tranquillity to the nerves, give tone to the stomach, and strength to the whole system. No other medicine can be compared to these excellent pills, as they prevent the disorder from attacking the stomach or head, and have restored thousands from pain and misery to health and comfort.

Sold by all Medicine Vendors, at 1s. 1½d. or 2s. 9d. per box.

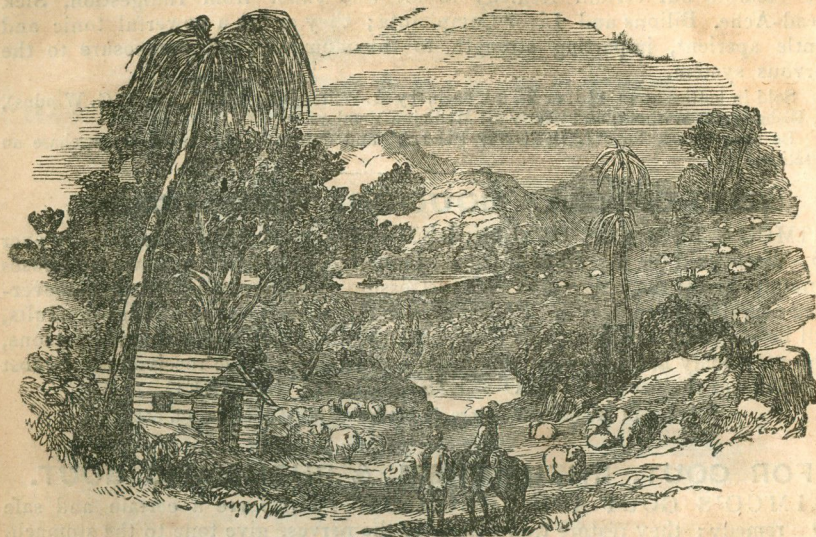
## A CLEAR COMPLEXION.

**GODFREY'S EXTRACT OF ELDER FLOWERS** is strongly recommended for Softening, Improving, Beautifying, and Preserving the SKIN, and in giving it a blooming and charming appearance, being at once a most fragrant perfume and delightful cosmetic. It will completely remove Tan, Sun-burn, Redness, &c., and by its balsamic and healing qualities, render the skin soft, pliable, and free from dryness, scurf, &c., clear it from every humour, pimple, or eruption; and, by continuing its use only a short time, the skin will become and continue soft, smooth, and the complexion perfectly clear and beautiful.

Sold in bottles, price 2s. 9d., with directions for using it, by all Medicine Vendors and Perfumers.



**SAYCE, 53, CORNHILL,**



Scene in the interior, near the Mac Intyre River.

**SAYCE'S AUSTRALIAN WOOL SURCOAT,**

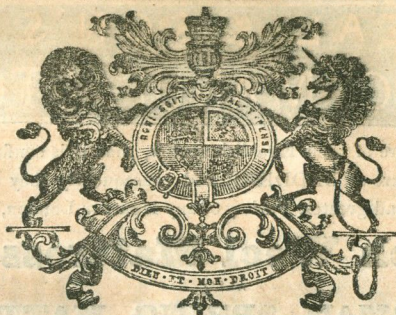
A NEW LIGHT OVERCOAT FOR THE SPRING.—TWO GUINEAS.

**T**HIS OVERCOAT which may suitably be worn either with or without a Coat under, has attained celebrity for its remarkable durability; also for its general neatness of appearance, which, on account of the peculiar character of the wool, it will always retain—a desideratum in thin cloths hitherto unsupplied. It is also waterproof.

FIRST CLASS GOODS ONLY EXHIBITED AT THIS ESTABLISHMENT, and every description of Gentlemen's Dress made in a correct style, and in the best taste, at prices little exceeding those usually charged for inferior Goods.

**SAYCE, 53, CORNHILL, LONDON.**

BY  
ROYAL



LETTERS  
PATENT.

**THE PIUMA,  
OR  
SIX OUNCE COAT,**

For the DUST and RAIN.

The peculiar material of which this extraordinary light coat is made, is

**The Production of the Silk-worm of India,**

and is stronger than any fabric known for its weight; it is imported and prepared expressly for the "PIUMA," is of light and dark colours, and perfectly Waterproof.

**HIS ROYAL HIGHNESS PRINCE ALBERT**

has evinced his approbation of this coat by honouring it with his patronage.

**SIR CHARLES NAPIER**

testified to its extraordinary portability by including it amongst the indispensable articles composing his baggage.

For the sake of convenience, the "PIUMA" is sold in a neat and portable

**GUTTA PERCHA CASE.**

Price, including the case, **Thirty Shillings.**

**SAYCE, PATENTEE, 53, CORNHILL, LONDON.**

N.B.—The best way for Gentlemen in the Country desirous of obtaining the "PIUMA," is to send, in any simple form, the measurement of chest and height of figure, to the Patentee, accompanied with a Post Office or other Order payable in London.

**Sayce's Grey Australian Wool Surcoat. Two Guineas.**



# HEAL & SON'S BEDDING MANUFACTORY

THE peculiar feature of their Establishment is, that it is confined exclusively to the Manufacture of BEDDING, and consequently they are enabled to keep the largest Stock and greatest Variety of any House in London, including their

## French Wool Mattresses;

ALSO

## THE GERMAN SPRING MATTRESS.

This article HEAL & SON have succeeded in greatly improving, and are Selling at a much LOWER PRICE than any other House; and can recommend one of them, with a French Mattress on the top, as a permanently elastic, soft, and most luxurious Bed.

## THE EIDER DOWN QUILT

also, is to be seen ONLY at their House; it is the warmest, lightest, and most elegant covering ever introduced; suitable to the Bed, the Couch, or the Carriage.

## EVERY DESCRIPTION OF ENGLISH BEDDING,

AND OF

## BLANKETS, QUILTS, & SHEETING.

Their Bed Feathers are all Purified by Steam,

With Patent Machinery; which process is also employed in the Re-dressing of Old Beds.

## Heal & Son's List of Bedding,

containing a full description of Weights, Sizes, and Prices of every description of Bedding, sent free by Post, on application to their Factory,

196 (OPPOSITE THE CHAPEL),

TOTTENHAM COURT ROAD,

LONDON.

# TO THE COACH & CA ROUTES, THAM

## Cab Fares from the Metropolitan Railway Stations. IN COURSE OF REVISION.

	Bir- ming- ham	Great Westm.	London & Brighton	Edin- burgh & Glasgow	South Westm.	Eastm. Carlia
Adelphi-terrace, Strand	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Aldersgate-st., Westmoreland-bldgs.	1 8	2 0	1 8	1 8	0 8	2 0
Aldgate Pump	2 0	3 4	0 8	0 8	1 4	1 0
Albany, Piccadilly	1 4	1 8	2 4	1 8	..	2 8
Baker-street, Crawford-street	1 0	1 0	3 0	2 8	2 0	3 4
Balls Pond-road, Elizabeth-place	2 0	3 8	2 8	2 8	2 8	4 4
Battersea Bridge, the Swan	3 4	3 0	4 0	3 8	3 4	1 8
Bank of England	2 0	3 0	0 8	0 8	1 4	0 8
Bayswater-road, Albion-street	1 8	0 8	3 0	2 8	2 4	3 4
" Sussex-square	1 8	0 8	3 0	2 8	2 4	3 4
Bedford-row, Theobald's-road	1 0	2 4	3 0	3 0	1 4	1 8
Bedford-square	0 8	2 0	3 0	2 0	1 4	1 8
Belgrave-square, Halkin-st.	2 0	1 8	3 8	2 8	1 8	3 4
Berkley-square, Berkeley-street	2 0	1 4	3 8	2 4	1 8	3 0
Bishopsgate-st., Union-street	2 0	1 4	1 0	0 8	1 8	0 8
Blackfriars-road, Stamford-street	1 8	3 0	1 0	1 4	0 8	1 8
Blackwall Terminus, London-st.	2 4	3 4	0 8	..	1 4	1 0
Blackwall, Norfolk-street	1 4	1 4	3 8	1 8	1 4	1 4
Bloomsbury-sq., Southampton-st.	0 8	5 8	3 4	..	..	3 0
Bond-street, Clifford-street	1 4	1 4	2 4	..	1 4	2 8
Bridge-row, Size-lane	2 0	3 0	0 8	0 8	1 0	1 0
British Museum	1 0	2 0	1 8	1 8	1 0	1 8
Brixton, Park-place	3 4	3 8	3 4	..	..	4 0
Brompton, Brompton-square	2 4	3 8	3 4	..	..	3 4
Brunswick-square	0 8	2 0	3 0	3 0	2 4	3 4
Bryanston-square	1 4	1 0	3 0	2 8	2 0	3 0
Buckingham Gate	2 0	1 8	2 4	2 4	1 8	3 0
Camberwell, Bethell-st.	2 8	4 0	1 8	2 0	1 4	2 8
Green, Red Cap	3 0	4 0	2 8	2 4	1 8	2 8
Camden Town, Union-terrace	0 8	2 0	2 8	2 4	2 0	2 8
Cavendish-square	1 0	1 4	2 4	2 4	1 8	2 4
Harin: Cross	1 4	2 0	1 8	1 8	1 0	2 0
Capaldi	1 8	2 0	1 8	1 8	1 0	1 0
Chelsea College	2 8	2 8	3 0	3 4	2 8	3 8
Chelsea, Church-st., King's-road	3 0	2 8	3 4	3 8	2 8	3 8
Chiswell-street, Runhill-row	1 8	3 0	1 4	1 0	1 4	0 8
City, road, River-terrace	1 4	2 4	1 8	1 8	2 4	1 4
" Windsor-place	1 8	3 0	2 8	2 8	2 0	1 0
" Castle-street	1 8	3 0	2 8	2 8	2 0	1 0
Clapham-road, Holland-street	3 0	3 4	2 0	2 8	1 8	1 0
Clerkenwell Green	4	2 8	1 4	1 4	1 4	2 4

## Hackney

\*.\*A two-horse third more than a double that of a cab-coach does not go of a mile, the fare

Acton-square, Salford	27, 54
All Saints' Church	16, 17
Alpha Terrace, Lower	25, 104
Arwick Green	.. 99
Albion Hotel	.. 18
Ancoats Bridge	12, 15
Arwick Toli Bar	.. 84
Ashton New Road	8, 9, 10
Ashton Old Road	.. 74
Birmingham Railway	.. 23
Bolton Railway	.. 93
Blackfriars' Bridge	.. 63
Botanical Gardens	.. 44, 84
Blackley Road (to the)	.. 12
Cornbrook, Old Toli	6, 9, 10
Crescent, Salford, (to the)	.. 61
Cross-lane Toli Bar	.. 81
Cheetham-hill, to the	.. 27
Cheetham-hill, to the	62, 67
Cheetham-hill Road	.. 71
Cheetham-hill Road	58, 83, 84
Chorlton Road, to the	..
Church, Bury New	..
Ducie Bridge	..
Deaf and Dumb School	..
Exchange	..



BRIGHTON  
London Bridge  
on, Tunbridge  
am; and the  
Kent and



Table with multiple columns listing various locations and their corresponding fares or distances. Includes entries like 'Cheetham-hill, to Temple Bar', 'Cheetham-hill Road, to Singleton Brook', etc.

Table titled 'Liverpool Coach & Car Fares' showing fares from the Railway Station, Lime-street. Columns include 'Coach', 'Car', and 'Fares'. Includes entries like 'Abercrombie-square', 'Adelphi hotel', 'Aigburth Church', etc.

Table titled 'Metropolitan Omnibus Departures, prior to the starting of Trains from the respective Stations, as below - Fare 6d. each.' It includes sub-tables for 'Departures from' and 'Arrivals to' various stations, listing omnibus numbers and destinations.

The above Tables having been carefully revised by a Government Officer, may be relied upon as correct. Persons leaving Property in Hackney Carriages should apply at the Hackney Carriage Department, Excise Office, Broad Street, between 10 morning and 3 afternoon. Information relative to disputed Charges will be given at the Branch Office - Coach Fares are not more than the above Rates. For Cabs, 1s. for Coaches, can be demanded after 8 afternoon, and before 5 morning. This Station comprises the South Eastern, Brighton, and Greenwhich Railways.

EXTRACT from Act of 1st and 2nd William IV, Cap. 22, Clause 42. "That if the driver of any hackney carriage shall refuse to go with any person desirous of hiring his carriage for the legal and proper fare allowed by this act, or if such driver shall refuse to drive such hackney carriage with all reasonable and proper additions, or if the proprietor or driver of any hackney carriage shall exact or demand for the hire thereof more than the proper sum limited and allowed for the same by this act, every such proprietor or driver so offending shall forfeit forty shillings. Clause 43. "That no agreement whatever made with the driver of any hackney carriage for the payment of more than his proper fare, as the same is allowed and limited by this act, shall be binding on the person making the same; but that any such person may, notwithstanding any such agreement, refuse, on discharging such hackney carriage, the payment of any sum beyond the proper fare as allowed and limited as aforesaid; and in case any person shall pay to the driver of any such hackney carriage, whether in pursuance of any such agreement or not, any sum exceeding his said proper fare, which shall have been demanded or required by such driver, the person paying the same shall be entitled, on complaint made against such driver before any Justice of the Peace, to recover back the sum paid beyond the proper fare, and moreover such driver shall forfeit a penalty for such exaction the sum of forty shillings; and in default of the repayment by such driver of such excess of fare, or of payment of the said penalty, such Justice shall forthwith commit such driver to prison, there to remain for any time not exceeding one calendar month, unless the said excess of fare and the said penalty shall be sooner paid."

OMNIBUS ROUTES IN THE METROPOLIS. The principal omnibus routes lie north and south, east and west, through the central parts of London, and from the extreme suburbs. Between the beginning and the termination, the various omnibuses make many deviations, in order to accommodate all the chief thoroughfares lying nearly in a parallel direction, and to collect all the passengers which different streets may supply. The majority of them commence running at nine in the morning, and continue till twelve at night, succeeding each other during the busy parts of the day every five minutes. Most of them have two charges, - threepence for part of the distance, and sixpence for the whole distance. It will be well, however, for the intending passenger in all cases to inquire the fare to the particular spot he is going to; for the conductors will take the full fare if there be any doubt upon the point.



Table with 2 columns: Station Name and Fare. Includes stations like Rotherhithe, Marygold-street, Russell-square, etc.

The above Tables having been carefully revised by a Government Officer, may be relied upon as correct.

Information relative to disputed Charges will be given at the Branch Office.—Coach Fares are one-half more than the above Rates.

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Birmingham Hackney Coach Fares.

Table with 2 columns: Description and Fare. Includes 'For Carriages drawn by Two Horses'.

Table with 2 columns: Description and Fare. Includes 'For Carriages drawn by One Horse'.

For Time.—For every Coach, Car, or other Carriage, hired and kept in waiting during the time established as Day Fares...

Day Fares, from six o'clock in the morning, till twelve o'clock at night, between the first day of April and the first day of October...

Night Fares.—For every Coach, Car, or other Carriage retained or employed after the hour of twelve o'clock at night, and before six o'clock in the morning...

GENERAL DIRECTIONS FOR RAILWAY TRAVELLERS.

Time.—The doors of the Booking offices are closed at the time specified in the tables, after which no person can possibly be admitted.

Single Tickets.—These must be produced when demanded by the company's servants. Parties losing their tickets are liable to be charged the fare from the most distant station from which the train starts.

Return or Day Tickets.—These tickets are for the accommodation of first and second class passengers, and may be had almost at any station on the leading lines of railway.

Season Tickets.—These tickets are issued for periods of not less than two months, at a price specially agreed for.

Children.—Infants in the arms not charged; children under ten years of age charged half-fare.

Smoking.—This practice is strictly prohibited in the carriages, or at any of the stations: and in some cases under a penalty.

Fees and Gratuities.—These are not allowed to be received by any of the company's servants; but they are strictly enjoined to pay every attention to the convenience of passengers.

Luggage.—Passengers should have their names and destinations legibly written upon their luggage; (Bradshaw's Adhesive Luggage Labels are peculiarly adapted for this purpose, in saving much time and labour) and see it properly disposed of in the train, as companies are not responsible for the safety thereof, unless booked and paid for according to value, and a receipt procured accordingly.

OMNIBUS ROUTES IN THE METROPOLIS.

The principal omnibus routes lie north and south, east and west, through the central parts of London, to and from the extreme suburbs. Between the beginning and the termination, the various omnibuses make many deviations, in order to accommodate all the chief thoroughfares lying nearly in a parallel direction, and to collect all the passengers which different streets may supply.

Northern and Southern Routes. The places given between parentheses are on or near the routes specified.

THE ATLAS OMNIBUSES Start from Camberwell Gate, and pass along the Walworth Road (Amelia-street, the Surrey Zoological Gardens), and through, by, or over, Elephant and Castle, London Road (Philanthropic Institution, School for the Blind), Westminster Road (Orphan Asylum), Westminster Bridge Road (Astley's Amphitheatre), Westminster Bridge (fine view of the New Houses of Parliament), Bridge-street (near Westminster Abbey, Westminster Hall, and New Houses of Parliament), Whitehall (Treasury, Whitehall Chapel, Horse Guards, and Admiralty), Charing Cross (Statue of Charles I., Nelson's Monument, National Gallery, Fountains, &c.), Cockspur-street (Equestrian Statue of George III.), Pall Mall (Her Majesty's Theatre and Haymarket Theatre), Waterloo Place (Duke of York's Column), Regent-street Quadrant, Regent-street (209, Cosmorama), Oxford-street, (near the Polytechnic Institution), Orchard-street, Portman-square, Baker-street (58, Madame Tussaud's, Christmas Prize Cattle Show), Upper Baker-street, Park Road, Wellington Road, Eyre Arms, St. John's Wood.

THE WATERLOO OMNIBUSES Have the same starting point as the preceding, thence taking Walworth Road (Amelia-street, Surrey Zoological Gardens), Elephant and Castle, London Road (Philanthropic Institution, Blind School), Waterloo Road (Royal Victoria Theatre), Waterloo Bridge (from this bridge fine views of London), Wellington-street, Strand (Lyceum Theatre, Exeter Hall, Adelphi Theatre), Charing Cross West (Lower Arcade, near Hungerford Market, Suspension Bridge, &c.), Charing Cross (Northumberland House, National Gallery, Nelson's Monument, Fountains), Cockspur-street (Equestrian Statue of George III.), Pall Mall (Her Majesty's Theatre and Haymarket Theatre), Waterloo Place (Duke of York's Column, entrance to St. James's Park), Regent-street Quadrant, Regent-street (209, Cosmorama), Oxford-street (close by the Polytechnic Institution), John-street, Portland-street, Portland Road, Albany-street (Colosseum, Diorama), Clarence-street, York and Albany Tavern (near Regent's Park, Zoological Gardens, and North Western Railway).

KING'S CROSS OMNIBUSES Start from Kennington Gate, and take the course of Kennington Road (New-street, Penton Place, Surrey Zoological Gardens), High-street (Alms-houses), Elephant and Castle, London Road (Philanthropic Institution, Blind School, Obelisk), Great Surrey-street (Royal Surrey Theatre, Magdalen Hospital, Rowland Hill's Chapel), Blackfriars Bridge (fine view of London), Bridge-street (Bridewell), Fleet-street (St. Bride's Church, St. Dunstan's Church, the Temple, Temple Bar), Chancery Lane (Lincoln's Inn and Inns of Court), Holborn, Gray's Inn Lane (Gray's Inn and Garden, the Royal Free Hospital), King's Cross, New Road Euston Square (North Western Railway Terminus).

ISLINGTON OMNIBUSES Have their starting point at Kennington Gate, thence taking Kennington Road (New-street and Penton Place, Surrey Zoological Gardens), High-street (Alms-houses), Elephant and Castle, London Road (Philanthropic Institution, Blind School, Obelisk), Great Surrey-street (Royal Surrey Theatre, Rowland Hill's Chapel), Blackfriars Bridge (fine view of London), Bridge-street (Bridewell), Ludgate Hill, Ludgate-street, St. Paul's Churchyard (St. Paul's Cathedral, St. Paul's School), Chancery Lane, St. Martin's-le-Grand (General Post Office), Aldersgate-street (the General Post Money-order Office, Charter House Gardens), Goswell-road Road, Islington (the Angel), White Lion-street, Penton-street (White Conduit House), Thornhill Road, Barnsbury Park.



	H. M.	H. M.	
Eastern	..	..	Eastern
Western	1 0	0 45	Western
Counties	0 20	0 35	Counties
Shoreditch.	0 30	0 45	Shoreditch.
	..	0 25	
	50	0 20	
	1 0	0 30	
	0 40	0 30	
	0 40	0 20	
	..	..	



Frankfort..... Consul's office, 12, Broad-street Buile







# GUIDE SHEET [PROVINCIAL] LONDON AMUSEMENTS, OMNIBUS DIRECTIONS FOR RAILWAY TRAVELLERS, &c.

## Eastern and Western Routes.

The omnibuses proceeding on these are too numerous to particularize. Their course, however may be readily ascertained by observing whether the principal places are written on the outside.

### FIRST ROUTE.

From Mile End (London Hospital), Whitechapel Road (Whitechapel Church), Whitechapel, Aldgate High-street (the far-famed Aldgate Pump), Leadenhall-street (India House), Cornhill (Royal Exchange, Bank of England, and many other large establishments), Mansion House-street (Mansion House), Poultry, Cheap-lane (near Guildhall, Bow Church, near General Post Office), St. Paul's Churchyard (St. Paul's Cathedral, St. Paul's School), Aldgate-street, Ludgate Hill, Fleet-street (St. Bride's Church, Dunstan's Church, the Temple and Inns of Court, Temple Bar), Strand (St. Clement's Church, Strand Theatre, New Church, King's College, Somerset House, Lyceum Theatre, Exeter Hall, Adelphi Theatre), Charing Cross West (Lowther Arcade, near Hungerford Market, Suspension Bridge across the Thames, Northumberland Hall, Charing Cross (National Gallery, Nelson's Monument, Fountains, &c.), Cockspur-street (Equestrian Statue of George III), Pall Mall (Her Majesty's Theatre, Haymarket Theatre), Waterloo Place (Duke of York's Column, entrance to James's Park), Regent-street, Piccadilly (New Branch Post Office, St. James's Church, Burlington House, Devonshire House, the Park Corner, Apsley House, Triumphal Arch, Colossal Statue of the Duke of Wellington, entrance to Hyde Park, St. George's Hospital), Knightsbridge, Sloane-street, thence to Chelsea (Chelsea Hospital).

### SECOND ROUTE.

From Cheapside, proceed through Newgate-street (near General Post Office, Christ's Hospital, Jail of Newgate, Giltspur-street, Skinner-street (St. Sepulchre's Church), Holborn Hill, Andrew's Church, Inns of Court), High Holborn (near St. Andrew's Church, New Oxford-street (near British Museum), Regent-street (near Soho Bazaar, Princess's Theatre, Pantheon), Regent Circus (near Polytechnic Institution), Oxford-street (entrance to Hyde Park), Edgware Road, Praed-street, to Great Western Railway Terminus, at Paddington.

## PLACES OF AMUSEMENT, &c. IN THE METROPOLIS.

### OPEN ON CERTAIN DAYS, AS UNDER.

British Museum, Great Russell-st. Monday, Wednesday, and Friday.  
Museum of Natural History, Great Russell-st. Monday, Wednesday, and Friday.  
Museum of Art, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.  
Museum of Science, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.  
Museum of Industry, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.  
Museum of Agriculture, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.  
Museum of Commerce, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.  
Museum of Manufactures, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.  
Museum of Agriculture, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.  
Museum of Commerce, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.  
Museum of Manufactures, Great Russell-st. Monday, Tuesday, Wednesday, and Thursday.

### OPEN DAILY.

British Museum, Guildhall.  
Museum of Natural History, Piccadilly.  
Museum of Art, Chelsea.  
Museum of Science, Gravesend.  
Museum of Industry, Regent's Park.  
Museum of Agriculture, Pall Mall.  
Museum of Commerce, Newgate-street.  
Museum of Manufactures, Regent-street.  
Museum of Agriculture, Regent's Park.  
Museum of Commerce, Somerset House.  
Museum of Manufactures, Upper Grosvenor-street.  
Museum of Agriculture, Chiswick.  
Museum of Commerce, College of Surgeons.  
Museum of Manufactures, Finsbury.  
Museum of Agriculture, Baker-street.  
Museum of Commerce, Leicester-square.  
Museum of Manufactures, Regent-street.  
Museum of Agriculture, Egyptian Hall.  
Museum of Commerce, Rotherhithe.  
Museum of Manufactures, Abbey.  
Museum of Agriculture, Arsenal.  
Museum of Commerce, Regent's Park.  
Museum of Manufactures, Surrey.

Tickets. 2 Are free. The rest must be paid for.

**HARLES NAPIER**, Richard the Third, Prince Napoleon, General Cavaignac, Guizot, Abd-el-Kader, Mary, Queen Anne, G. Hudson, Gris, Jenny Lind, and the Sixth, and Pope Pius IX., the whole in new magnificent costumes. Admission 1s.; Napoleon's 6d.—**MADAME TUSSAUD and SONS' BAZAAR**, street. Open from 11 till dusk, and from 7 till 10. Of the best exhibitions in the metropolis.—*The Times*.

## Railway Stations.

From Dover, Croydon, and Greenwich Railway, from bridge (Southwark side), or Newcross Stations—for Croydon, Maidstone, Folkestone, Dover, Brighton, Shoreham, and the Steamers to Harve, Dieppe, Boulogne, and all parts of the Continent.

The West India Docks are about a mile and a half from the London Docks; their extent is nearly three times that of the London Docks: the warehouses will contain above 180,000 tons of merchandise, and there has been at one time on the quays, and in the sheds, vaults, and warehouses, colonial produce worth £20,000,000 sterling. The East India Docks at Blackwall are also the property of the West India Dock Company.

At the entrance of the St. Katherine and London Docks are stands of carts and waggons waiting to be employed by whoever has anything to remove from the warehouses.

The Custom House is situated in Lower Thames-street; is an immense large stone building, which was built in 1814, on the site of a former Custom House destroyed by fire: the long room is 190 feet long, 66 feet wide, and 55 feet high. The number of clerks, searchers, and other officers of the establishment, is about two thousand. There is a beautiful terrace fronting the Thames, which is open at reasonable hours, from which a good view of the numerous steamers and vessels can be obtained.

## Museums, Exhibitions, &c.

**BRITISH MUSEUM**, Great Russell-street, Bloomsbury. Monday, Wednesday, and Friday. Sep. 7 to May 1, 10 to 4; May 7 to Sep. 1, 10 to 7. Free.—The foundation of the British Museum originated with the will of Sir Hans Sloane, who, during a long period of practice as a physician, had accumulated the largest collection of objects of natural history and works of art of his time. These he directed should be offered after his death, which took place in 1753, to Parliament. The offer was accepted. In 1754, the mansion in Great Russell-street, then known as Montague House, was purchased as a repository for the whole. Between 1755 and 1759 the different collections were removed into it, and it was determined that the new institution should bear the name of the British Museum.

**EAST INDIA COMPANY'S MUSEUM**, East India House, Leadenhall-street. Saturday, 11 to 3. Free.—Eastern curiosities of a highly interesting character; trophies, paintings, manuscripts, ivory carvings, and many specimens of Indian ingenuity.

**MISSIONARIES' MUSEUM**, Bloomfield-street, Moorfields. Tuesday, Thursday, and Saturday. March 25 to Sep. 29, 10 to 4. Free of the year, 10 to 3. Free.—A judicious collection of objects of Natural History; also ornaments of feathers, idols, &c., from the countries which have been benefited by the heroic exertions of the missionaries.

**GEOLOGICAL MUSEUM**, Craig's-court, Charing Cross. Daily, 10 to 4. Free.—This Museum is attractive to those who take an interest in the structure of the earth, its strata, minerals, &c. All the specimens are British except the ores.

**SURGEONS' MUSEUM**, Lincoln's Inn Fields. The first four days in the week, 12 to 4. Free.—Curious and valuable anatomical subjects, collected by the celebrated John Hunter. Purchased by Government, and given to the College of Surgeons. Closed in September.

**ROYAL INSTITUTION MUSEUM**, Albemarle-street. Daily, 10 to 4, by Member's order.—Specimens of minerals, chiefly British. This institution was established by Charter in 1800, enlarged and confirmed by Act of Parliament in 1810.

**UNITED SERVICE MUSEUM**, Scotland Yard, Whitehall. Daily, April to Sep. 11 to 5; rest of the year, 11 to 4. By Member's Order.—Models of ships, statues, images, paintings, &c., collected by British officers. There is a room exclusively devoted to articles from China.

**NATIONAL GALLERY**, Trafalgar-square. Monday, Tuesday, Wednesday, Thursday. Nov. 1 to April 30, 10 to 5; May 1 to Sep. 10 to 6. Free.—The Gallery is nearly 500 feet long; it consists of a central portico of eight Corinthian columns in front, and two in depth, ascended by steps at each end, at an elevation of 8 feet from the ground. Established in 1823, when £40,000 of the public money was laid out in paintings; many more have been since added. Closed for six weeks from the middle of September.

**ROYAL ACADEMY**, Trafalgar-square. Daily 8 to 7. Is.—The Royal Academy was established in 1768, under charter of George III; was first held in Pall Mall, and remained for many years at Somerset House. There is a good model gallery, and the students draw also from the living subject. Closed for six weeks from the middle of September.

**BRITISH INSTITUTION**, 52, Pall Mall. Daily, 10 to 5. Is.—Founded under royal patronage in 1805, for the encouragement of British artists. The sculpture in front represents Shakespeare, accompanied by painting and poetry.

**SUFFOLK STREET GALLERY**, Suffolk street, Pall Mall. Daily, 9 to dusk. Is.—Open all April, May, June, and July, with the works of Artists generally, in oil and water colours. Founded in 1824.

**SOCIETY OF PAINTERS IN WATER COLOURS**, 53, Pall Mall. Daily, 9 to dusk. Is.—Open in April, May, June, and July, with water-colour drawings only.

**ST. JAMES'S GALLERY**, 58, Pall Mall. Daily, 9 to 6. Is.—A collection of the English, Flemish, Italian, and Dutch Schools, including Titian's Venus.

**COLOSSEUM, Regent's Park**. View of Paris and Swiss Cottage. Daily, 10 to 4, and 7 to 10. 2s.—The Colosseum was erected in 1824, by Mr. Burton, and is a beautiful object. It has a Doric portico of large dimensions, and a dome of 126 feet diameter. A Panoramic View of London, a Museum of Sculpture, Artificial Ruins, Conservatories, &c.

**DIORAMA, Regent's Park**. Daily, 10 to 5. Stalls 2s., Saloon 1s.—This Exhibition consists of two views, the painting and mechanical arrangement of which are by Messrs. Bouton and Daguerre. By an ingenious piece of mechanism the room in which the spectator sits is moved to the pictures; the various shades of light, marking day and night, storm and sunshine, are admirably managed.

**BURFORD'S PANORAMA**, Leicester-square. Daily, 10 to dusk. Is. each view.—An exhibition of first-rate merit. The views are changed every few months. The subjects are selected with judgment and taste.

**POLYTECHNIC INSTITUTION**, 309, Regent-street. Daily, 11 to 5, and 7 to 10. Is.—This institution is one of the most interesting exhibitions in the metropolis. Among the most popular objects at present exhibited are the atmospheric railway, diving bell, dissolving views, &c. Music in the afternoon and evenings. Closed on Saturday evenings.

**SOCIETY OF ARTS**, 5, John's-street, Adelphi. Daily, except Wednesday, 10 to 2. By Member's Order.—A society to promote useful inventions. The models, machine, Barry's paintings, &c., will repay a visit. Established 1753.

**London to Margate**—From London Bridge Wharf, The Prince of Wales or Royal William, daily, at 10 a.m. Sundays, at 8 a.m. Fares, Saloon 7s.; Fore cabin 6s.; Children 4s.; also, The Home or City of Canterbury, every day at 11 a.m., except Sundays, calling at Blackwood Pier and Herne Bay. An extra Packet on Saturdays at 3 p.m.

**The Thames up River Steamers**, belonging to the Iron Steam Boat Company and the City Steam Boat Company,—Between London Bridge (City Pier) and Chelsea, every ten minutes during the day, calling at the undermentioned Piers:—The Shades, Upper Thames-street, Southwark Bridge, Paul's Wharf, Blackfriars, The Temple, Adelphi, Hungerford, Westminster, Lambeth Palace, Vauxhall, Nine Elms, Pimlico, Red House, British Flag, Old Swan, Cadogan Pier, and Battersea Bridge, near Cremenore Gardens.—Fares from London Bridge to Lambeth Pier, 2d.; beyond, to Chelsea, 3d.

**Margate to London**—daily, at 10 and 11 a.m. Sundays, at 3 p.m.

**Sheerness to London**—at 4 1/2 p.m.

**Southend to London**—at 5 p.m.

**Gravesend to London via Blackwall Railway**—7 1/2, 9 1/2, 11 1/2 a.m.; 1, 2, 3, 4, 5, 6, 6 1/2, 7, 8, p.m. Sundays, 7 1/2, 10 1/2, 11 1/2 a.m.; 1, 3, 4, 5, 6, 6 1/2, 7, 7 1/2, 8 p.m.

**Gravesend to London**—The Diamond Company's Boats 7 1/2 a.m.; 4 1/2, 5 1/2, 6, 6 1/2, 7, 7 1/2 p.m. Sundays included, calling at Rosherville and Erith.

**Woolwich to London**—every half hour during the day—per the Waterman's and Woolwich Company's Steamers.

## Overland Route to India.

To Calais	111	To Aden	3980
„ Paris	262	„ Ceylon	1970
„ Marseilles	262	„ Singapore	1340
„ Alexandria	1547	„ Batavia	480
„ Attech, by Canal	40	„ Swan River	1650
„ Cairo, by Nile	120	„ Albany	250
„ Suez—Desert	70	„ Adelaide	975
„ Aden—Red Sea	1460	„ Port Philip	533
„ Bombay	1540	„ Sidney	560
Total	Miles 5512	Total	Miles 11354

## Contemplated Route via America.

London to Chagres ..... 5057  
Chagres to Panama ..... 45  
Panama to New Zealand ..... 6662  
New Zealand to Sidney ..... 1138

Total ..... Miles 12902  
Sidney, via Western Passage ..... 13288  
Do. „ Eastern Passage ..... 11710  
Do. „ Cape of Good Hope ..... 12879  
Do. „ Cape Horn ..... 13257  
Do. „ Ceylon and Swan River ..... 11738  
Do. „ Mauritius ..... 12098

Aden to Mauritius ..... 2400  
Mauritius to Sidney ..... 3400  
Sidney to Calcutta ..... 6430  
Do. to Hong Kong ..... 4500

Panama to Otaheiti ..... 4550  
Otaheiti to Canton ..... 5050  
Porto Bella to Origen ..... 3000  
Origen to Canton ..... 6200

## CLASSIFICATION OF RAILWAYS.

**Bolton, Blackburn, Clitheroe, and West Yorkshire.** PAGE 89  
**Chester and Birkenhead.** — — — — 48  
**Chester and Holyhead.** — — — — 39  
**Cockermouth and Workington.** — — — — 68

**East Anglian.** — — — — 27  
Between Lynn and Wisbeach. — — — — 27  
Between Swiffham, Lynn, and London. — — — — 27  
Between Swaffham and Sporle. — — — — 27

**East and West Yorkshire.** — — — — 72  
**East Lancashire.** — — — — 88, 89  
Between Blackburn, Preston, &c. — — — — 88, 89  
Between Manchester, Bury, Burnley, and Bradford. — — — — 88, 89

**Eastern Counties.** — — — — 26  
Between Broomhouse and Hertford. — — — — 26  
Between Cambridge, Huntingdon, and St. Ives. — — — — 22, 25  
Between Chesterford and Newmarket. — — — — 19  
Between London, Chelmsford, and Colchester. — — — — 28  
Between London, Norwich, and Yarmouth. — — — — 22, 23, 24, 25  
Between London and Woolwich. — — — — 28  
Between Maldon, Witham, and Braintree. — — — — 26  
Between March and Wisbeach. — — — — 22, 23, 24, 25  
Between Reedham and Lowestoft. — — — — 23, 24  
Between Wymondham and Dereham. — — — — 23, 24

**Eastern Union.** — — — — 29  
Between Colchester and Bury. — — — — 29  
Between Hadleigh and Bentley. — — — — 29

**Furness Railway.** — — — — 14  
**Gravesend and Rochester.** — — — — 14  
**Great Western.** — — — — 6, 8  
Between Chippenham and Westbury. — — — — 6, 8  
Between Didcot Junction and Oxford. — — — — 6, 9, 10  
Between London and Exeter. — — — — 6, 7, 10  
Between London and Gloucester. — — — — 6, 10  
Between Reading and Basingstoke. — — — — 6, 9, 10  
Between Reading and Hungerford. — — — — 6, 9, 10  
Between Swindon and Cheltenham. — — — — 6, 8, 10  
Between Yatton and Clevedon. — — — — 7, 8, 10

**Great Northern.** — — — — 78  
**Hayle and Redruth (West Cornwall).** — — — — 53  
**Kendal and Windermere.** — — — — 50  
**Lancashire and Yorkshire.** — — — — 50

**London, Bedford and Midland.** — — — — 80, 82  
Between Bedford and North Dean. — — — — 80, 82  
Between Liverpool, Bury, and Manchester. — — — — 80, 82



Regent-street, Brompton House, Devonshire House, corner, Apsley House, Triumphal Arch, Colossal Duke of Wellington, entrance to Hyde Park, St. (St. John's), Knightsbridge, Sloane-street, thence to Chel-

**SECOND ROUTE.**  
side, proceed through Newgate-street (near General Hospital's Hospital, Jail of Newgate, Giltspur-street, Newgate-street (St. Sepulchre's Church), Holborn Hill Church, Inns of Court), High Holborn (near Museum), New Oxford-street (near British Museum), near Soho Bazaar, Princess' Theatre, Pantheon (near Circus near Polytechnic Institution), Oxford-street to Hyde Park), Edgware Road, Praed-street, to Northern Railway Terminus, at Paddington.

## OF AMUSEMENT, &c. THE METROPOLIS.

OPEN ON CERTAIN DAYS, AS UNDER.

um, Grafton-street... Monday, Wednesday, and Friday.  
um, Great Russell-st. Monday, Wednesday, and Friday.  
ary Academy... Monday, Tuesday, Wednesday, and Friday.  
rgeons' Museum... Monday, Tuesday, Wednesday, and Thursday.  
y... Monday, Tuesday, Wednesday, Thursday, and Saturday.  
al Museum, Bond-street... Saturday.  
ures, Royal Institution, Tuesday, Thursday, & Saturday.  
ospital... Monday, Tuesday, Wednesday, Thursday, and Friday.  
ures... Monday, Tuesday, Wednesday, Thursday, and Friday.  
ing Classes... Monday, Tuesday, Wednesday, and Friday.  
ection, Soho Square... Wednesday & Friday.  
lery... Monday, Tuesday, Wednesday, and Thursday.  
rts, Adelphi... Monday, Tuesday, Thursday, Friday, Sat.  
ene's Museum... Tuesday and Friday.  
tle... Tuesday, Thursday, and Friday.  
ETS to be obtained from London Stationers.

## OPEN DAILY.

Museum, Guildhall.  
Collection, Piccadilly.  
dens, Chelsea.  
Gardens, Gravesend.  
ardens, Regent's Park.  
stitution, Pall Mall.  
spital.  
spital, Newgate-street.  
209, Regent-street.  
Regent's Park.  
Regent's Park.  
Museum, Somerset House.  
Gallery, Upper Grosvenor-street.  
at Gardens, Chiswick.  
ords.  
Museum, College of Surgeons.  
ns.  
Missionary Museum, Bloomfield-  
Finsbury.  
ssaud and Son's, Baker-street,  
a.m. till 10 p.m.  
Oxford-street.  
(Burford's) Leicester-square.  
Institution, Regent-street.  
del of Jerusalem, Egyptian Hall.  
nnel, Rotherhithe.  
er Abbey,  
Arsenal.  
Gardens, Regent's Park.  
to Surrey.  
to. 2 Are free. The rest must be paid for.

**ARLES NAPIER**, Richard the Third, Prince  
oleon, General Cavaignac, Guizot, Abd-El-Kader,  
ry, Queen Anne, G. Hudson, Grisi, Jenny Lind,  
ne Sixth, and Pope Pius IX., the whole in new  
ificent costumes. Admission 1s.; Napoleon's  
l.—Madame TUSSAUD and SONS' BAZAAR,  
et. Open from 11 till dusk, and from 7 till 10.  
he best exhibitions in the metropolis."—*The Times*.

## Railway Stations.

, DOVER, CROYDON, and GREENWICH RAILWAY, from  
age (Southwark side), or Newcross Stations—for Croy-  
edge, Maidstone, Folkestone, Dover, Brighton, Shore-  
seam, Havre, Dieppe, Boulogne, and all parts  
Sussex.

TON RAILWAY, from Waterloo Road—for Surrey, Sun-  
in Court, Winchester, Southampton, Dorchester, Ports-  
Steamers to Isle of Wight, Jersey, Guernsey, and  
falo, Granville, Exmouth, Plymouth, Falmouth, Wa-  
r, Dublin, Spain, Portugal, Mediterranean, East Indies,  
and Mexico.

EASTERN RAILWAY, from Paddington—for Berks, Ox-  
ford, Wilts, Somerset, Devon and Gloucestershire, Windsor,  
ford, Cheltenham, Gloucester, Bath, Bristol, Bridge-  
ton, and Exeter; and the Steamers to Swansea, and  
Cork, Waterford, Dublin, and New York.

AND NORTH WESTERN RAILWAY, from Euston-square—  
ry, Dunstable, Bedford, Northampton, Peterborough,  
Lough, Coventry, Leamington, Birmingham, Wolver-  
hampton, Stafford, Crewe, Chester, Birkenhead, Con-  
dover, Holyhead, and Dublin; also to Warrington, Liver-  
pool, Preston, Lancaster, Kendal, Carlisle, Edinburgh,  
Glasgow, Perth, Dundee, and Montrose; likewise to Lei-  
cester, Lincoln, Derby, Sheffield, Leeds, York, Hull,  
Newcastle, Berwick, Edinburgh, and Glasgow.

COUNTIES RAILWAY, from Shoreditch—for Chelms-  
ter, Ipswich, and Bury St. Edmunds; also for Ware,  
Bishop-Stortford, Newmarket, Cambridge, St. Ives, Hun-  
ny, Norwich, Yarmouth, Lowestoft, Dereham, Lynn,  
Barnborough and Stamford.

ALL RAILWAY, from Fenchurch-street and Minories—  
all, Gravesend, Margate, and the Scotch and French

## Bridges.

Bridge is situate at the eastern extremity of Lombard  
William-street, and divides the City from the Borough  
ark. The site of it is about 100 feet westward of the old  
ch stood in a direct line from Gracechurch-street and  
the first pile was driven in 1824, and the first stone on  
the Surrey side was laid in June, 1825; and the last stone on  
the London side was laid Dec. 28, 1827. It was opened on the 1st  
August, 1831. The bridge consists of five very  
elliptical arches, the two outwardmost of which are 130  
ft. in, and 27½ feet in height, being the largest elliptical  
structure.

London Bridge commenced in 1814, and opened in  
1819, and cost £800,000. This is the most stupendous  
similar materials in the world—the weight of the iron  
508 tons. Toll 1d.

London Bridge was opened in the year 1770, at a cost of  
£100,000. In the year 1814, during the frost, there was a fair  
upon the Thames, having upon the ice drinking booths,  
and even a printing press. During the period of the  
fair was visited by thousands, and the sight was both  
and interesting.

London Bridge was begun in 1811, and opened on the 18th

of practice as a physician, had accumulated the largest collection  
of objects of natural history and works of art of his time. These  
he directed should be offered after his death, which took place in  
1753, to Parliament. The offer was accepted. In 1754, the man-  
sion in Great Russell-street, then known as Montague House, was  
purchased as a repository for the whole. Between 1755 and 1759  
the different collections were removed into it, and it was deter-  
mined that the new institution should bear the name of the British  
Museum.

EAST INDIA COMPANY'S MUSEUM, East India House, Leaden-  
hall-street. Saturday, 11 to 3. Free.—Eastern curiosities of a  
highly interesting character; trophies, paintings, manuscripts,  
ivory carvings, and many specimens of Indian ingenuity.

MISSIONARIES' MUSEUM, Bloomfield-street, Moorfields. Tuesday,  
Thursday, and Saturday. March 25 to Sep. 29, 10 to 4. rest of the  
year, 10 to 3. Free.—A judicious collection of objects of Natural  
History; also ornaments of feathers, idols, &c., from the countries  
which have been benefited by the heroic exertions of the mission-  
aries.

GEOLOGICAL MUSEUM, Craig's-court, Charing Cross. Daily, 10  
to 4. Free.—This Museum is attractive to those who take an in-  
terest in the structure of the earth, its strata, minerals, &c. All  
the specimens are British except the ores.

SURGEONS' MUSEUM, Lincoln's Inn Fields. The first four days in  
the week, 12 to 4. Free.—Curious and valuable anatomical sub-  
jects, collected by the celebrated John Hunter. Purchased by  
Government, and given to the College of Surgeons. Closed in  
September.

ROYAL INSTITUTION MUSEUM, Albemarle-street. Daily, 10 to  
4, by Member's order.—Specimens of minerals, chiefly British.  
This institution was established by Charter in 1800, enlarged and  
confirmed by Act of Parliament in 1810.

UNITED SERVICE MUSEUM, Scotland Yard, Whitehall. Daily,  
April to Sep. 11 to 5; rest of the year, 11 to 4. By Member's  
Order.—Models of ships, statues, images, paintings, &c., collected  
by British officers. There is a room exclusively devoted to articles  
from China.

NATIONAL GALLERY, Trafalgar-square. Monday, Tuesday, Wed-  
nesday, Thursday. Nov. 1 to April 30, 10 to 5; May 1 to Sep. 10  
to 6. Free.—The Gallery is nearly 500 feet long; it consists of a  
central portico of eight Corinthian columns in front, and two in  
depth, ascended by steps at each end, at an elevation of 8 feet from  
the ground. Established in 1823, when £40,000 of the public  
money was laid out in paintings; many more have been since  
added. Closed for six weeks from the middle of September.

ROYAL ACADEMY, Trafalgar-square. Daily 8 to 7. 1s.—The  
Royal Academy was established in 1768, under charter of George  
III.; was first held in Pall Mall, and remained for many years at  
Somerset House. There is a good model gallery, and the students  
draw also from the living subject. Closed for six weeks from the  
middle of September.

BRITISH INSTITUTION, 52, Pall Mall. Daily, 10 to 5. 1s.—  
Founded under royal patronage in 1805, for the encouragement of  
British artists. The sculpture in front represents Shakespeare, ac-  
companied by painting and poetry.

SUFFOLK STREET GALLERY, Suffolk street, Pall Mall. Daily, 9  
to dusk. 1s.—Open all April, May, June, and July, with the  
works of Artists generally, in oil and water colours. Founded in  
1824.

SOCIETY OF PAINTERS IN WATER COLOURS, 53, Pall Mall. Daily,  
9 to dusk. 1s.—Open in April, May, June, and July, with water-  
colour drawings only.

ST. JAMES'S GALLERY, 58, Pall Mall. Daily, 9 to 6. 1s.—A  
collection of the English, Flemish, Italian, and Dutch Schools, in-  
cluding Titian's Venus.

COLOSSEUM, Regent's Park. View of Paris and Swiss Cottage.  
Daily, 10 to 4½, and 7 to 10½. 2s.—The Colosseum was erected in  
1824, by Mr. Burton, and is a beautiful object. It has a Doric  
portico of large dimensions, and a dome of 126 feet diameter. A  
Panoramic View of London, a Museum of Sculpture, Artificial  
Ruins, Conservatories, &c.

DIORAMA, Regent's Park. Daily, 10 to 5. Stalls 2s., Saloon 1s.  
—This Exhibition consists of two views, the painting and mechan-  
ical arrangement of which are by Messrs. Bouton and Daguerre.  
By an ingenious piece of mechanism the room in which the spec-  
tator sits is moved to the pictures; the various shades of light,  
marking day and night, storm and sunshine, are admirably  
managed.

BURFORD'S PANORAMA, Leicester-square. Daily, 10 to dusk. 1s.  
each view.—An exhibition of first-rate merit. The views are  
changed every few months. The subjects are selected with judg-  
ment and taste.

POLYTECHNIC INSTITUTION, 309, Regent-street. Daily, 11 to 5½,  
and 10 to 10½. 1s.—This institution is one of the most interesting  
exhibitions in the metropolis. Among the most popular objects at  
present exhibited are the atmospheric railway, diving bell, dis-  
solving views, &c. Music in the afternoon and evenings. Closed  
on Saturday evenings.

SOCIETY OF ARTS, 5, John's-street, Adelphi. Daily, except  
Wednesday, 10 to 5. By Member's Order. A society to promote  
useful inventions. The models, machine, Barry's paintings, &c.,  
will repay a visit. Established 1753.

GREENWICH HOSPITAL, Daily, 9 to Dusk. 3d. to the Hall.—The  
park, the observatory, forming the first meridian whence all Eng-  
lish astronomers make their calculations, and the hospital for  
retired sailors, the finest building in Europe devoted to charitable  
purposes, may be named as the chief attractions of this delightful  
place.

DULWICH. Daily, forenoon, except Friday. Free.—Dulwich is  
about 5 miles from London, remarkable for its College. Attached  
to the College is a valuable collection of pictures, which can be  
seen free by obtaining a ticket from a respectable printseller in  
town.

WOOLWICH DOCKYARD. Daily, 9 to 11, and 1 to 4. Free.—  
Woolwich contains the dock-yard for building ships of war, the  
royal arsenal, rope-yard, artillery barracks, military repository, &c.  
CHELSEA HOSPITAL, Chelsea. Daily. Free.—For invalid sol-  
diers. This edifice was begun in 1682, but was not finished till  
1690, by Sir Christopher Wren.

ZOOLOGICAL GARDENS, Regent's Park. Daily, 10 to dusk. 1s.  
—Belonging to an association of gentry, who some years ago united  
to form this establishment, with a view of rendering the public  
more familiar with the various classes of animal life.

SURREY ZOOLOGICAL GARDENS, Manor Place, Walworth. Daily,  
9 to dusk. 1s.—This is another collection of animals most exten-  
sive and curious. The grounds realise all that imagination can  
picture of beauty in an English garden. In summer there are  
feats, fireworks, &c.

MADAME TUSSAUD, Bazaar, Baker-street, Portman-square.  
Daily. In summer, 11 to 10; in winter, 11 to dusk, and 7 to 10.  
1s.—Public characters, living and dead, modelled in wax with  
great skill, dressed in appropriate costume. Also a separate exhi-  
bition, containing many interesting articles belonging to the Em-  
peror Napoleon Bonaparte, and his favourite generals.

## RESIDENCES OF FOREIGN AMBASSADORS AND CONSULS.

Passports obtained at each.

America.....Ambassador's residence, 1, Belgrave-street  
and square; Consul's office, 1, Bishopsgate  
Churchyard.

Austria.....Ambassador's residence, 7, Chandos-street,  
Cavendish square

Baden.....Consul's office, 6, Great Winchester-street.  
Bavaria.....Ambassador's residence, 3, Hill-street, Berke-  
ley-square; Consul's office, 11, Bury's-  
court, St. Mary Axe.

Belgium.....Ambassador's residence, 50, Portland-place;  
Passport office, 9 A, Weymouth-st., Port-  
land place.

Rosshire, Edinburgh, &c.  
**Woolwich to London**—every half hour during the day—  
per the Waterman's and Woolwich Company's Steamers.

Overland Route to India.			
To Calais .....	111	To Aden .....	3980
" Paris .....	262	" Ceylon .....	1970
" Marseilles .....	262	" Singapore .....	1340
" Alexandria .....	1547	" Batavia .....	480
" Atteeh, by Canal .....	40	" Swan River .....	1650
" Chre, by Nile .....	120	" Albany .....	250
" Suez—Desert .....	70	" Adelaide .....	975
" Aden—Red Sea .....	1460	" Port Philip .....	533
" Bombay .....	1540	" Sidney .....	560
Total .....	Miles 5512	Total .....	Miles 11358

Contemplated Route via America.	
London to Chagres .....	5057
Chagres to Panama .....	45
Panama to New Zealand .....	6662
New Zealand to Sidney .....	1138

Total .....		Miles 12902	
Sidney, via Western Passage .....	13288		
Do. " Eastern Passage .....	11710		
Do. " Cape of Good Hope .....	12870		
Do. " Cape Horn .....	13257		
Do. " Ceylon and Swan River .....	11738		
Do. " Mauritius .....	12098		

Aden to Mauritius .....	2400
Mauritius to Sidney .....	3400

Sidney to Calcutta .....	6430
Do. to Hong Kong .....	4500

Panama to Otaheiti .....	4550
Otaheiti to Canton .....	5050
Porto Bella to Origen .....	3000
Origen to Canton .....	6200

## CLASSIFICATION OF RAILWAYS.

Bolton, Blackburn, Clitheroe, and West Yorkshire.	PAGE
Chester and Birkenhead.	89
Chester and Holyhead.	48
Cockermouth and Workington.	39
East Anglian.	69
Between Lynn and Wisbeach.	27
Between Swaffham, Lynn, and London.	27
Between Swaffham and Spole.	27
East and West Yorkshire.	72
East Lancashire.	
Between Blackburn, Preston, &c.	88, 89
Between Manchester, Bury, Burnley, and Bradford.	88, 89
Eastern Counties.	
Between Broomfield and Hertford.	26
Between Cambridge, Huntingdon, and St. Ives.	22, 25
Between Cambridge and Newmarket.	19
Between Chesterford and Colchester.	28
Between London, Chelmsford, and Colchester.	22, 23, 24, 25
Between London, Norwich, and Yarmouth.	28
Between London and Woolwich.	28
Between Maldon, Witham, and Braintree.	26
Between March and Wisbeach.	22, 23, 24, 25
Between Reedham and Lowestoft.	23, 24
Between Wymondham and Dereham.	23, 24
Eastern Union.	
Between Colchester and Bury.	29
Between Hadleigh and Bentley.	29
Furness Railway.	
Gravesend and Rochester.	14
Great Western.	
Between Chippenham and Westbury.	6, 8
Between Didcot Junction and Oxford.	6, 9, 10
Between London and Exeter.	6, 7, 10
Between London and Gloucester.	6, 10
Between Reading and Basingstoke.	6, 9, 10
Between Reading and Hungerford.	6, 9, 10
Between Swindon and Cheltenham.	6, 8, 10
Tiverton Branch.	7, 8
Between Yatton and Clevedon.	7, 8, 10
Great Northern.	
Hayle and Redruth (West Cornwall).	53
Kendal and Windermere.	50
Lancashire and Yorkshire.	
Between Bradford and Miffield.	80, 82
Between Halifax and North Dean.	80, 82
Between Liverpool, Bury, and Manchester.	86
Between Manchester, Ashton, and Staleybridge.	87
Between Manchester, Bolton, Preston, &c.	84, 85
Between Manchester and Leeds.	82, 83, 84, 85
Between Oldham and Manchester.	81
Between Preston, Fleetwood, Lytham, and Blackpool.	83
Between Wakefield and Goole.	79
Leeds and Thirsk.	
Liverpool, Crosby, and Southport.	40
London and Blackwall.	14
London, Brighton, and South Coast.	
Between Brighton and Hastings.	16, 17
Between Brighton, Lewes, and Newhaven.	16, 17
Between London, Brighton, and Portsmouth.	16, 17
Between London, Croydon, and Epsom.	18
Between Three Bridges and Horsham.	16, 17
London and North Western.	
Between Bedford and Bletchley.	37
Between Chester and Crewe.	37
Between Coventry and Leamington.	37
Between Huddersfield and Manchester and Leeds.	80, 82
Between Liverpool and Birmingham.	30, 32
Between Liverpool and Bolton.	45
Between Liverpool and Manchester.	42, 43
Between Liverpool, Preston, and Carlisle.	44
Between London and Birmingham.	38
Between London, Liverpool, Manchester, Carlisle, and Edinburgh.	30, 31, 32, 35
Between Manchester, Chester, and Birmingham.	31, 32, 38
Between Manchester, Leek, Congleton, Knutsford, Northwich, &c.	39
Between Manchester and Macclesfield.	40
Between Manchester, Preston, and Carlisle.	41
Between Manchester and Stockport.	40
Between Northampton and Peterborough.	36
Between Patricroft and Manchester.	43
Between Rugby and Stafford (Trent Valley.)	30, 33
Between St. Helens, Liverpool, Manchester, Bolton, and Preston.	45
Between Warrington and Manchester.	43
Sunday Trains and Fares.	34, 35
London and South Western.	
Between Bishopstoke and Salisbury.	12, 13
Between Chertsey and Weybridge.	12, 13
Between London, Southampton, Salisbury & Dorchester.	12, 13
Between London, Staines, and Richmond.	12, 13
Between Southampton, Gosport, and Portsmouth.	14
Table of Fares.	15
Between Woking and Guildford.	12, 13
Manchester, Sheffield, and Lincolnshire.	
Between Ashton and Guide Bridge.	74, 75
Between Hull, Market Rasen, Lincoln, &c.	70, 77
Between Manchester, Sheffield, and Eckington.	74, 75



**DOVER, CROYDON, and GREENWICH RAILWAY**, from London (Southwark side), or Newcross Station—for Croybridge, Maidstone, Folkestone, Dover, Brighton, Shoreham, and the Steamers to Havre, Dieppe, Boulogne, and all parts of the Continent and Sussex.

**WATFORD RAILWAY**, from Waterloo Road—for Surrey, Sutton Court, Winchester, Southampton, Dorchester, Portsmouth, and Steamers to Isle of Wight, Jersey, Guernsey, and St. Malo, Granville, Exmouth, Plymouth, Falmouth, Warrington, Dublin, Spain, Portugal, Mediterranean, East Indies, and Mexico.

**WESTERN RAILWAY**, from Paddington—for Berks, Ox-ford, Wilts, Somerset, Devon and Gloucestershire, Windsor, Oxford, Cheltenham, Gloucester, Bath, Bristol, Bridg-eworth, and Exeter; and the Steamers to Swansea, and Cork, Waterford, Dublin, and New York.

**AND NORTH WESTERN RAILWAY**, from Euston-square—for, Dunstable, Bedford, Northampton, Peterborough, Rugby, Coventry, Leamington, Birmingham, Wolver-lichfield, Stafford, Crewe, Chester, Birkenhead, Con-vent, Holyhead, and Dublin; also to Warrington, Liver-chester, Preston, Lancaster, Kendal, Carlisle, Edinburgh, Stirling, Perth, Dundee, and Montrose; likewise to Le-itchingham, Lincoln, Derby, Sheffield, Leeds, York, Hull, n, Newcastle, Berwick, Edinburgh, and Glasgow.

**NORTH COUNTRY RAILWAY**, from Shoreditch—for Chelms-ter, Ipswich, and Bury St. Edmunds; also for Ware, Bishop-Stortford, Newmarket, Cambridge, St. Ives, Hun-ley, Norwich, Yarmouth, Lowestoft, Dereham, Lynn, terborough and Stamford.

**WALL RAILWAY**, from Fenchurch-street and Minorities—wall, Gravesend, Margate, and the Scotch and French

## Bridges.

Bridge is situated at the eastern extremity of Lombard William-street, and divides the City from the Borough ark. The site of it is about 100 feet westward of the old high stood in a direct line from Gracechurch-street and et Hill: the first pile was driven in 1824, and the first the Surrey side was laid in June, 1825; the stone on side was laid Dec. 28, 1827. It was opened by William the 1st August, 1831. The bridge consists of five very elliptical arches, the two outwardmost of which are 130 pan, and 27½ feet in height, being the largest elliptical existence.

work Iron Bridge commenced in 1814, and opened in 1819, and cost £800,000. This is the most stupendous of similar materials in the world—the weight of the iron 5,508 tons. Toll 1d.

ars bridge was opened in the year 1770, at a cost of 0. In the year 1814, during the frost, there was a fair upon the Thames, having upon the ice drinking booths, s, and even a printing press. During the period of e fair was visited by thousands, and the sight was both and interesting.

oo Bridge was begun in 1811, and opened on the 18th 17. The bridge, approaches, &c., cost a sum considerably 1,000,000, besides a loan from Government of £60,000 of the tolls. The bridge consists of nine arches, each of span; the piers are 20 feet thick, and each stands upon a based upon 320 piles. Toll 3d.

ford Suspension Bridge, which crosses the Thames from rd Market to Pedlar's Acre, is well worth observation.

minster Bridge is a structure of great simplicity, with a admixture of solidity and grandeur as to give it a pleas-urance, both from the water side and the land. It was 1738, finished in 1750, and cost £389,500. When first as considered by architects one of the most beautiful in d.

all Bridge, which is formed of cast iron, was opened in consists of nine arches, of about 80 feet span, and is raised e piers 14 feet wide. This bridge is said to present some ne to that of Ansterlitz, erected by order of Buonaparte 18.

ersmith Suspension Bridge, over the Thames, a pretty and to those who have not seen it, will excite perhaps s well as delight. It is 882 feet long, and cost £80,000.

## Palaces.

gham Palace is the town residence of the Queen. The architectural front is the garden one, and is 345 feet l. The marble triumphal arch in the park front is the nificant in Europe.

th Palace has been for many ages the residence of the ops of Canterbury; it was originally built in 1189, by e then Bishop, and in 1292 was re-built by Boniface. gton Palace is the birth-place of the Queen. The Palace ds may be viewed at most times by application to the per.

nes's Palace was originally an hospital for Lepers, and before the Norman Conquest. It was seized by the rapa-ry VIII., and converted into a palace of exercise and nt to the Palace of Whitehall. That monarch built the palace, which is but an irregular brick building, without to elegance.

## WINDSOR.

ate apartments are open gratuitously to the public on Thursdays, and Fridays, between the hours of 11 and 4. ust however be obtained in London, which can be had Paul and Dominic Colnaghi, Printers, 14, Pall Mall; a, Printers, 20, Threadneedle-street; Mr. Mitchell, r, 33, Old Bond-street; Ackerman & Co., Printers, ars, which are available for one week. Tickets are not trans- and it is contrary to Her Majesty's command that payment eference to them be made.

## Docks, Custom-House, &c.

ing Places may be visited Free, and are well worthy of attention.

on Bazaar, Oxford-street, where there is also a choice col- Pictures and an Aviary. Soho Bazaar, Soho-square, the established in London, and as a place of fashionable resort ranked high in public estimation. Lowther Bazaar and a the Strand; Burlington Arcade, Piccadilly; King-azaar, Portman-square; Pantechnicon, Picnic; and eet Bazaar, Baker-street, Oxford-street. Also the several

Docks and Wharfs alongside the River.

harne's, which is just below the Tower, surrounds an nty-three acres, of which 11 are water, and the ware- ouths, sheds, and covered ways will contain 110,000 tons

ndon Docks is a magnificent establishment, comprises an ove one hundred acres, and cost above four millions ster- warehouses will contain 232,000 tons of goods, the To- rehouses alone cover five acres of ground, and are rented nment at £14,000 a year.

present views, &c. Music in the afternoon and evenings. Closed on Saturday evenings.

**SOCIETY OF ARTS**, 5, John's-street, Adelphi. Daily, except Wednesday, 10 to 2. By Member's Order. A society to promote useful inventions. The models, machine, Barry's paintings, &c., will repay a visit. Established 1753.

**GREENWICH HOSPITAL**, Daily, 9 to dusk. 3d. to the Hall.—The park, the observatory, forming the first meridian whence all Eng-lish astronomers make their calculations, and the hospital for retired sailors, the finest building in Europe devoted to charitable purposes, may be named as the chief attractions of this delightful place.

**DULWICH**. Daily, forenoon, except Friday. Free.—Dulwich is about 5 miles from London, remarkable for its College. Attached to the College is a valuable collection of pictures, which can be seen free by obtaining a ticket from a respectable printseller in town.

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**SURREY ZOOLOGICAL GARDENS**, Manor Place, Walworth. Daily, 9 to dusk. 1s.—This is another collection of animals most exten- sive and curious. The grounds realise all that imagination can picture of beauty in an English garden. In summer there are feasts, fireworks, &c.

**MADAME TSSAUD, BAZAAR**, Baker-street, Portman-square. Daily. In summer, 11 to 10; in winter, 11 to dusk, and 7 to 10. 1s.—Public characters, living and dead, modelled in wax with great skill, dressed in appropriate costume. Also a separate ex- hibition, containing many interesting articles belonging to the Em- peror Napoleon Bonaparte, and his favourite generals.

## RESIDENCES OF FOREIGN AMBASSADORS AND CONSULS.

### Passports obtained at each.

America	Ambassador's residence, 1, Belgrave-street and square; Consul's office, 1, Bishopsgate Churchyard.
Austria	Ambassador's residence, 7, Chandos-street, Cavendish-square.
Baden	Consul's office, 6, Great Winchester-street.
Bavaria	Ambassador's residence, 3, Hill-street, Berke- ley-square; Consul's office, 11, Bury's- court, St. Mary Axe.
Belgium	Ambassador's residence, 50, Portland-place; Passport office, 9 A, Weymouth-st., Port- land place.
Brazil	Ambassador's residence, 62, Baker-street; Consul's office, 3, Howford-building, Fen- church-street.
Denmark	Ambassador's residence, 2, Wilton-terrace; Consul's office, 6, Warnford-court, Throg- morton-street.
Frankfort	Consul's office, 12, Broad-street Buildings.
France	Ambassador's residence, Manchester-house, Manchester-square; Passport office, 47, King William-street (corner of Arthur- street East), London Bridge.
Hanover	Ambassador's residence, 44, Grosvenor-place; Consul's office, 6 Circus, Minorities.
Netherlands	Office, 47, Bryanstone-square.
Peru	Ambassador's residence, 15, Portland place; Consul's office, 10, Old Jewry chambers.
Prussia	Ambassador's residence, 9, Carlton-terrace; Consul's office, 106, Fenchurch-street.
Russia	Ambassador's residence, 30, Dover-street, Piccadilly; Consul's office, 2, Winchester buildings, City.
Sardinia	Charge d'Affaires, 11, Grosvenor-street.
Portugal	Ambassador's residence, 57, Upper Seymour street; Consul's office, 15, St. Mary Axe.
Saxony	Ambassador's residence, ; Consul, 12, St. James's Place; office, 76, Cornhill.
Sicily	Ambassador's residence, 15, Princess-street, Cavendish-square.
Spain	Ambassador's residence, Consul's office, 37, Broad-street, chambers Old Broad-street.
Sweden & Norway	Ambassador's residence, 66, Mount-street, Berkeley-square; Consul's office, 27, Great St. Helens, Bishopsgate-st.
Tuscany	Consul's office, 15, Angel Court, Throgmor- ton-street.
Wurtemberg	Office, 40, Portman-square.

## THAMES STEAMERS, &c.

**London to Woolwich**—The Waterman Steamers, from the City Pier, Upper Thames-street, London Bridge, every half hour during the day—these boats call at the following Piers: Westminster Bridge, (Abbey side), Hungerford, Temple, Black- friars, London Bridge, The Tunnel, Lavender Docks, Limehouse, Blackwall and Chilton. Fare 6d.

**London to Woolwich**—The Woolwich Company's Pack- ets from Hungerford, ten minutes before the hours and half hours during the day; and from the London Bridge Wharf, (Lower Thames-street), ten minutes past the hours and half hours.

**London to Woolwich via Blackwall Railway**—every quarter hour from 9 a.m. to 9 p.m. Fares by Railway, in- cluding boat, 1st class 8d., 2nd class 8d.

**London to Greenwich via Blackwall Railway**—every quarter hour from 9 a.m. to 8½ p.m. Fares 8d. and 6d. including boat.

**London to Gravesend via Blackwall Railway**—every Week Day at 9, 9½, 10, 10½, 11 and 12 a.m.; 1½, 2½, 3½, 4½, 5½, 6 and 7 p.m., calling at the undermentioned Piers, (weather permitting), Erith, Greenhithe, Gray's, Rosherville. Sundays 8½, 9, 9½, 10½ and 11 a.m.; 1½, 2½, 3½, 5, 6, 7 and 7½ p.m. Fares, boat and rail included, Saloon and First Class 1s. 6d. Fore Cabin and Second Class 1s.

Passages marked thus \* are run direct, not stopping at the intermediate Piers.

**London to Gravesend**—From London Bridge Wharf, the Diamond Company's Packets at 9, 10, 11 and 12 a.m.; 2, 4½ and 7 p.m. Sundays 8 a.m. and 8 p.m.

**London to Southend and Sheerness**—From Lon- don Bridge Wharf, daily, at 9 a.m. Fares to Southend 3s. 6d. and 3s.; Sheerness 3s. and 2s. 9d.

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## YORK HOUSE, BATH.

**SOPHIA EMENY** (Widow of the late John Emeny), in returning her most sincere and heartfelt acknowledgments to the Nobility, Gentry, Clergy, and the Public in general, for the very kind and liberal patronage be- stowed on her late Husband, begs respectfully to announce her intention to continue the business, and trusts that the utmost attention to the comfort of her patrons, combined with moderate charges, will secure to her that support which it will always be her study to deserve.

N.B.—Considerable reduction in Coffee Room charges.

A fixed charge for attendance.

Families supplied with Wines and Spirits, of the very best quality, at the lowest possible prices.

Several Houses, handsomely furnished, to Let.







# BRADSHAW'S MAP OF

## GREAT BRITAIN

Shewing the

### RAILWAYS COMPLETE

WITH THE

### ELECTRIC TELEGRAPH

### & THE LINE OF NAVIGATION FROM

## 1849

SCALE OF MILES

0 5 10 15 20 25 30

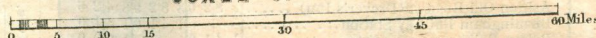




# BRADSHAW'S MAP OF GREAT BRITAIN

Shewing the  
**RAILWAYS COMPLETED & IN PROGRESS**  
WITH THE  
**ELECTRIC TELEGRAPH LAID DOWN**  
& THE LINE OF NAVIGATION FROM THE PRINCIPAL SEAPORTS,  
**1849**

SCALE OF MILES



The Figures Shewn Thus 12 apply to the Following Lines the names of which for want of space could not be inserted on the body of the Map.

1	Sheffield Rotherham Barnsley & Wakefield Railway
2	South Staffordshire
3	Shropshire Union
4	South Yorkshire Doncaster & Goole
5	St Helen's
6	West London
7	Blackwall
8	Windsor Staines & South Western
9	Windsor
10	Erewash Valley
11	Leeds Dewsbury & Manchester
12	Dundee & Arbroath
13	Nottingham & Mansfield
14	Manchester & Southport
15	Liverpool & Bury
16	Oldham Alliance
17	Manchester & Altrincham
18	Birkenhead Lancashire & Cheshire Junction
19	Monkland Junction
20	Cockermouth & Workington
21	Crediton & Exeter
22	Exeter & Exmouth
23	Royston & Hitchin
24	Ashburton Newton & South Devon
25	Clarence
26	East & West Yorkshire
27	Fleetwood Preston & West Riding Junction
28	Gloucester & Dean Forest
29	Monmouth & Hereford
30	Berks & Hants
31	Colchester Stour Valley Sudbury & Halstead
32	Glasgow Barrhead & Neilston
33	Glasgow Paisley & Greenock
34	Kingstown & Dublin
35	Dublin Dundrum & Rathfarnham
36	Rugby Leamington & Warwick
37	Rugby & Oxford Junction
38	Coventry & Nuneaton
39	Wharfedale
40	Bolton Blackburn Clitheroe & New West. Junction

## EXPLANATION

Principal Stations Marked thus .....

Intermediate ..... do ..... do

Railways in operation shewn thus .....

D<sup>o</sup> in progress or for which Acts have been obtained .....

Figures placed after the names of Principal Towns, express the distance from London thus ..... LEEDS 205.

The Steam Boat Tracks from all the Principal Ports shew the general course of the Voyage and the distance in Miles.

The average rate of sailing in favourable weather is 10 Miles P<sup>r</sup> Hour.

Lines on which the Electric Telegraph is in operation shewn thus .....

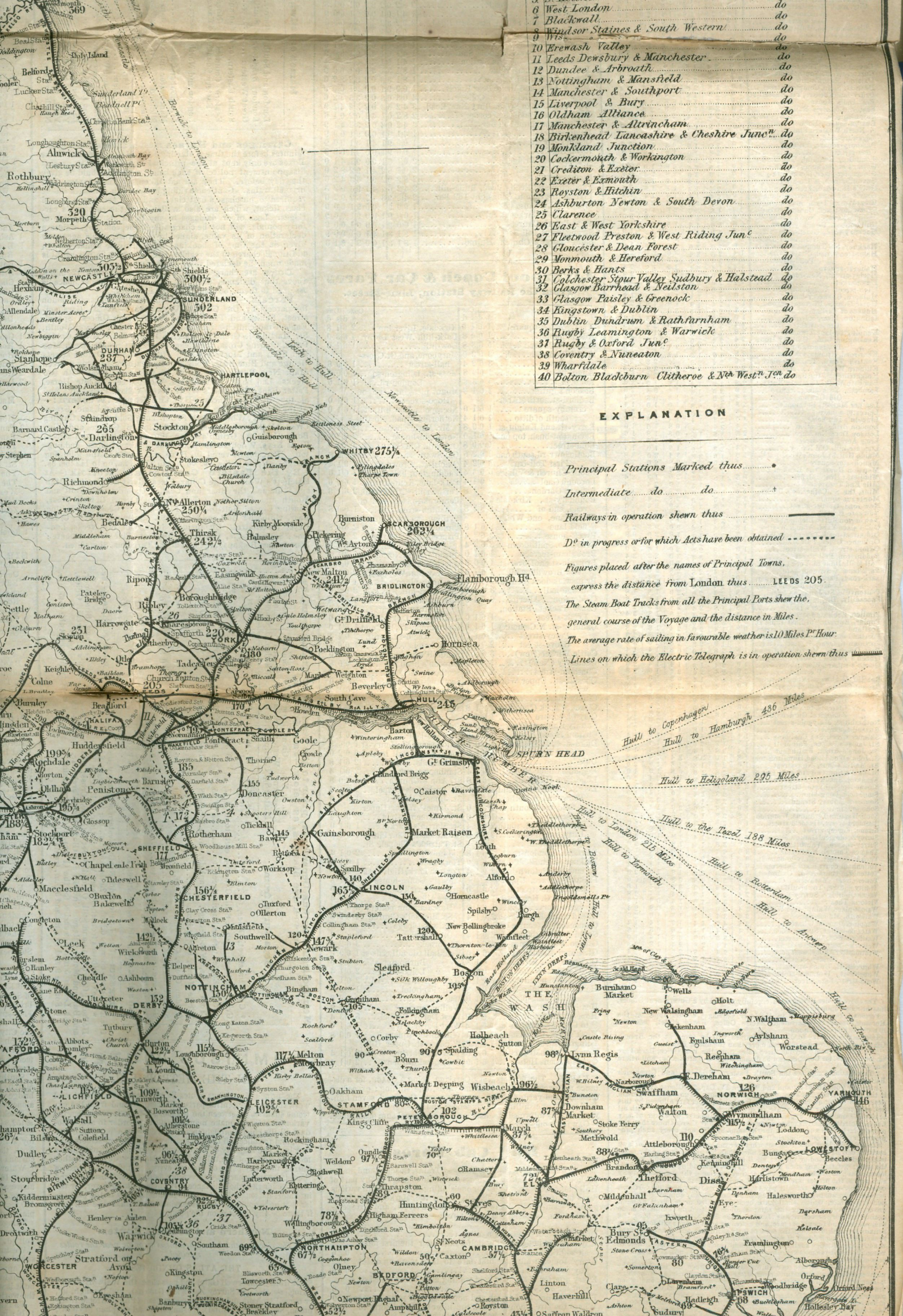












1	West London	do
2	Blackwall	do
3	Windsor Staines & South Western	do
4	Widnes	do
5	Erewash Valley	do
6	Leeds Dewsbury & Manchester	do
7	Dundee & Arbroath	do
8	Nottingham & Mansfield	do
9	Manchester & Southport	do
10	Liverpool & Bury	do
11	Oldham Alliance	do
12	Manchester & Altrincham	do
13	Birkenhead Lancashire & Cheshire Junction	do
14	Monkland Junction	do
15	Cockermouth & Workington	do
16	Crediton & Exeter	do
17	Exeter & Exmouth	do
18	Royston & Hitchin	do
19	Ashburton Newton & South Devon	do
20	Clarence	do
21	East & West Yorkshire	do
22	Fleetwood Preston & West Riding Junction	do
23	Gloucester & Dean Forest	do
24	Monmouth & Hereford	do
25	Berks & Hants	do
26	Colchester Stur Valley Sudbury & Halstead	do
27	Glasgow Barrhead & Neilston	do
28	Glasgow Paisley & Greenock	do
29	Kingstown & Dublin	do
30	Dublin Dundrum & Rathfarnham	do
31	Rugby Leamington & Warwick	do
32	Rugby & Oxford Junction	do
33	Coventry & Nuneaton	do
34	Wharfedale	do
35	Bolton Blackburn Clitheroe & North West Junction	do

EXPLANATION

- Principal Stations Marked thus .....
- Intermediate .....
- Railways in operation shown thus .....
- D<sup>o</sup> in progress or for which Acts have been obtained .....
- Figures placed after the names of Principal Towns, express the distance from London thus ..... LEEDS 205.
- The Steam Boat Tracks from all the Principal Ports show the general course of the Voyage and the distance in Miles.
- The average rate of sailing in favourable weather is 10 Miles P<sup>r</sup> Hour.
- Lines on which the Electric Telegraph is in operation shown thus .....

Hull to Copenhagen 486 Miles  
Hull to Hamburg 295 Miles  
Hull to London 215 Miles  
Hull to the Tazet 188 Miles  
Hull to Rotterdam  
Hull to Antwerp















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BRADSHAW  
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## Manchester Coach & Cab Fares.

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; but if a pair-horse  
more than two-thirds  
only one shilling.

	1 hor Ch.	1 Cab hor Ch.	1 Cab hor Ch.	1 hor Ch.	Cab
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Free - March 25 to Sep. 29, 10 to 4

**TABLE** shewing the amount  
ed to each Passenger fre  
respective Companies.

Railways		1 Cls. 2 Cls. 3 Cls.		Terms of Excess.	
	fbs.	fbs.	lbs.		
Western .....	112	84	56	4s. per cwt.	
and South Coast.....	112	84	56	3d. per lb.	
London and Dover .....	112	56	56	According to distances.	
London, Norfolk, and Eastern Union }	100	60	56	{ 3d. per lb. under 40 miles, 3d. per lb. above 40.	
Eastern .....	112	84	56	{ 3d. per cwt. per mile, and not less than 12 miles being charged.	
Western .....	100	100	56	{ 3d. per lb. under 40 miles, and for each additional 40 miles up to 200; above 200, and under 240 miles, 1d. per lb.	
Birmingham .....	100	100	56	3s. per cwt.	
London and Shrewsbury? }	100	100	56	According to distances.	
Shrewsbury .....	100	100	56		

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## NOTICES TO CORRESPONDENTS.

"A. PARKER & Co."—Yes.  
 "R. S."—See miscellaneous portion of the Contents.  
 "A. CORRESPONDENT"—The Boulogne and Paris Railway was not in time for the British Guide for May.  
 "D. C."—The Threepenny edition of "Bradshaw" cannot always be had in London on the 1st of the month—Sixpenny may. As both Books are subject to frequent editions in the course of the month, by which a scarcity of supply may ensue, it may in some measure account for the Agent's reply.

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**Richmond to Waterloo, on Week Days, at 9½ and 10½ morn., and 10½ aft. On Sundays, at 10 morn., 1½, 5½, and 8½ aft.**  
**On Fridays.**—Waterloo to Richmond, at 12 night.—Richmond to Waterloo, at 11 p.m., calling at all the Stations.

### Season Tickets.

	YEARLY.									SIX MONTHS.						THREE MONTHS.																					
	1st class.			2nd class.						1st class.			2nd class.						1st class.				2nd class.														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.									
Richmond..	22	0	2	16	10	0	12	7	0	9	5	0	7	9	0	5	0		Weybridge..	33	0	0	24	15	0	18	10	0	13	18	0	10	12	0	7	19	0
Kington ..	25	0	0	18	15	0	14	0	6	10	10	0	8	0	0	6	0		Wraysbury..	36	0	0	27	0	0	20	4	0	15	3	0	11	11	0	8	13	0
Esher.....	28	0	0	21	0	0	5	14	0	11	16	0	9	0	0	6	15	0	Datchett ....	38	0	0	18	10	0	21	6	0	16	0	0	12	4	0	9	8	0



**LONDON, SOUTHAMPTON, GOSPORT, PORTSMOUTH, AND DORCHESTER.**  
 Sec., Wyndham Harding, Nine Elms. London and South Western. Cornelius Stovin, General Manager.

Miles.	Down Trains.	1, 2, 1, 2, 1, 2, 1, 2, 1, 2, 1, 2												SUNDAY TRAINS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		class	class	Gov	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class



**GOSPORT, SOUTHAMPTON & PORTSMOUTH BRANCH—London and South Western.**

Miles	Down Trns.	Week Days.					Sundays			Up Trains	Week Days.					Sunday		
		1, 2	1, 2, 3	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2		1, 2, 3	1 & 2	1 & 2	1 & 2	1 & 2	1, 2, 3	1 & 2	1 & 2
		class.	class.	class.	class.	class.	class.	class.	class.		class.	class.	class.	class.	class.	class.	class.	class.
		morn.	att.	att.	att.	att.	morn.	att.	att.		morn.	att.	att.	att.	morn.	att.	att.	
6	Southampton	9 40	12 50	2 03	5 06	6 45	9 30	12 35	8 0	Gosport	8 35	10 25	1 25	2 45	5 25	8 55	5 25	6 30
11	Bishopstoke	10 10	15 20	2 04	5 17	6 55	9 45	1 0	8 25	Portsmouth	8 20	10 10	1 10	2 45	5 10	8 40	5 10	6 15
17	Botley & B. W.	10 15	1 30	2 34	4 25	19	9 59	1 15	8 40	Porchester	8 35	10 25	1 25	3 15	5 25	8 55	5 25	6 30
17	Fareham	10 30	1 45	2 48	4 40	27	10 18	1 30	8 55	Fareham	8 45	10 37	1 36	3 17	5 36	9 7	5 37	6 44
	Porchester	10 37	1 52	2 54	4 47	38	10 26	1 37	9	Botley & B. W.	8 55	10 49	1 45	3 35	5 49	9 19	5 49	7 11
	Portsmouth	10 45	2 15	3 15	5 07	45	10 45	2 0	9 25	Bishopstoke	9 20	11 5	2 54	4 06	30	9 35	6 3	7 25
22	Gosport	10 45	2 0	3 15	4 55	77	10 35	1 45	9 10	Southampton	9 40	11 20	2 25	4 20	6 45	9 55	6 20	7 40

Steam Boats convey passengers to and from Waterloo Bridge, from and to Old Swan Pier, Old Shades Pier, Upper Thames-street, Southwark, and Blackfriars, Temple Pier, Hungerford Market, Westminster Bridge, Lambeth Palace, and Chelsea. Fare 2d.

Sec., J. F. Kennell.

**LONDON AND BLACKWALL.**—(Station, Fenchurch-street.)

Supt., A. Wightman.

Trains every 20 minutes from and to London, Blackwall, Bow and the Eastern Counties Junction, from 8 morn. to 10 aft., calling at intermediate Stations, viz., Shadwell, Stepney, Limehouse, W. I. Docks, and Poplar.

Fares, First class 6d., Second 4d.

**Woolwich Steam Boats** call at the Blackwall Terminus 4 times an hour.

Fares (including Railway and Boat), 1st class, 8d., 2nd class, 4d.

**Gravesend Steam Boats** start from Blackwall frequently during the day.

Fares (including the Railway and Boat), 1st class, 1s. 6d.; second class, 1s.

On Sundays trains are discontinued from 11 a.m. to 1 p.m.

Sec., G. S. Herbert.

**NO INFORMATION—ACCURACY UNCERTAIN.**

**GRAVESEND & ROCHESTER.**

Supt., James Walter.

From Gravesend.—At 7<sup>45</sup>, 8<sup>15</sup>, 9<sup>15</sup>, 10<sup>15</sup>, 11<sup>15</sup> morn., 12 noon, 12<sup>15</sup>, 1<sup>15</sup>, 2<sup>15</sup>, 3<sup>15</sup>, 4<sup>15</sup>, 5<sup>15</sup>, 6<sup>15</sup>, 7<sup>15</sup>, 8<sup>15</sup>, and 9<sup>15</sup> aft.

From Rochester.—At 6<sup>15</sup>, 8<sup>15</sup>, 9<sup>15</sup>, 10<sup>15</sup>, 11<sup>15</sup> morn., 12 noon, 12<sup>15</sup>, 1<sup>15</sup>, 2<sup>15</sup>, 3<sup>15</sup>, 4<sup>15</sup>, 5<sup>15</sup>, 6<sup>15</sup>, 7<sup>15</sup>, 8<sup>15</sup>, and 9<sup>15</sup> aft.

On SUNDAYS, at 6<sup>15</sup>, 8<sup>15</sup>, 9<sup>15</sup>, 10<sup>15</sup>, 11<sup>15</sup> morn., 12 noon, 12<sup>15</sup>, 1<sup>15</sup>, 2<sup>15</sup>, 3<sup>15</sup>, 4<sup>15</sup>, 5<sup>15</sup>, 6<sup>15</sup>, 7<sup>15</sup>, 8<sup>15</sup>, and 9 p.m.

FARES: first class 1s. 4d., double ticket 2s.; second 1s., double ticket 1s. 6d.; third gov. 6d.

**BRIGHTON, LEWES, AND NEWHAVEN BRANCH.**—London and Brighton.

Miles	Down.	Week Days.					Sunday.			Up.	Week Days.					Sunday.		
		1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2		1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
		Gov.	Gov.	Gov.	Gov.	Gov.	Gov.	Gov.	Gov.		Gov.	Gov.	Gov.	Gov.	Gov.	Gov.	Gov.	Gov.
		morn.	morn.	att.	att.	att.	morn.	att.	att.		morn.	morn.	att.	att.	att.	morn.	att.	att.
8	Brighton	8 40	11 20	2 02	3 30	6 15	9 45	1 30	7 0	Newhaven	8 10	11 01	1 35	3 0	5 30	9 10	15 2	6 10
12	Falmer	8 48	11 28	2 10	3 38	6 22	9 52	1 38	7 08	Lewes	8 18	11 09	1 43	3 08	5 38	9 18	15 8	6 18
17	Lewes	9 01	11 40	2 23	3 51	6 35	10 05	1 51	7 21	Falmer	8 26	11 17	1 51	3 16	5 46	9 26	15 16	6 26
22	Newhaven	9 30	12 10	2 52	4 20	7 04	10 34	2 20	7 50	Brighton	8 30	11 21	2 03	3 28	5 58	9 30	15 20	6 30

EXTRA.—Brighton to Lewes at 7 40 morn. On SUNDAYS, 22 aft. Lewes to Brighton, week days 9 10 morn.; SUNDAYS 7<sup>45</sup> aft.

**TABLE OF FARES.**—London and South Western.

Albinus Martin, Res. Engineer.

Alfred Morgan, Treasurer

J. V. Gooch, Supt. Loc. Department

For Season Tickets see foot of page 11.

**From London.**

**From Gosport or Portsmouth.**

Miles	STATIONS.	Express		Ordinary		Double		Carriage		1st		2nd		3rd		1st		2nd		3rd	
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
1	Vauxhall	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Clapham Common	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Wimbledon	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Malden	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Kingston	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Hampton Court & Esher	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Woking	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Weybridge	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Addlestone	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Chertsey	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Woking	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Guildford	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Farnborough	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Fleetpond	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Winchfield	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Basingstoke	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Andover Road	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Winchester	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Bishopstoke	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Southampton	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Botley	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Portsmouth or Cosham	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Gosport	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Chandlersford	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Romsey	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Dunbridge	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Dean	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Salisbury	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Blebynden	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Redbridge	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Lyndhurst Road	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Beaulieu Road	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Brokenhurst	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Christchurch Road	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Ringswood	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Wimborne	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Pool Junction	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Pool	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Wareham	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Wool	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Moreton	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Dorchester	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**From Salisbury.**

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# LONDON to BRIGHTON, LEWES, HASTINGS, & PORTSMOUTH.

See P. 1. Brighton, Tuesday, 27th.

G. Hawkins, Manager.

London, Brighton, and South Coast.

From London	To	Trains leave	Down Trains.								Sundays.								Fares			
			1	2	3	4	5	6	Exp.	8	1	2	3	4	1st	2nd	3rd	Class	1st	2nd	3rd	Class
			1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1st	2nd	3rd	Class	1st	2nd	3rd	Class
1	London	Trains leave	Chp.	morn	exp.	morn	aft.	aft.	aft.	aft.	Chp.	morn	aft.	aft.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
3	*London Bridge	6 0	9 0	10 0	12 0	2 0	4 0	5 0	7 0	7 0	10 45	6 0	6 0	6 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
5	*New Cross	6 5	9 5	10 5	12 5	2 5	4 5	5 5	7 5	7 5	10 50	6 5	6 5	6 5	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
10	*Forest Hill	6 12	9 13	10 13	12 13	2 12	4 12	5 12	7 12	7 12	10 55	6 12	6 12	6 12	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
14	*Croydon	6 25	9 25	10 25	12 25	2 24	4 24	5 24	7 24	7 24	11 10	6 25	6 25	6 25	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
10	*Stoat's Nest	6 25	9 25	10 25	12 25	2 24	4 24	5 24	7 24	7 24	11 10	6 25	6 25	6 25	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
21	*Reigate	6 55	9 55	10 55	12 55	2 35	4 35	5 35	7 35	7 35	11 30	7 0	7 0	7 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
25	*Horley	7 50	10 50	11 50	12 50	3 30	4 30	5 30	7 30	7 30	11 30	7 10	7 10	7 10	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
29	*Three Bridges Jun	7 15	10 15	11 15	12 15	3 45	4 45	5 45	7 45	7 45	11 50	7 20	7 20	7 20	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
33	30 Crawley	8 10	10 20	10 57	12 57	4 55	5 55	6 55	8 10	8 10	12 0	7 35	7 35	7 35	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
37	34 Fay Gate	8 30	10 30	11 7	12 7	5 15	6 15	7 15	8 30	8 30	12 5	7 45	7 45	7 45	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
37	37 Horsham arr.	8 35	10 45	11 22	12 22	5 20	6 20	7 20	8 35	8 35	12 10	7 50	7 50	7 50	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
33	Balcombe	7 30	10 30	11 0	12 0	3 20	4 20	5 20	7 30	7 30	12 5	7 35	7 35	7 35	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
37	*Hayward's Heath	7 40	10 40	11 0	12 0	3 20	4 20	5 20	7 40	7 40	12 15	7 45	7 45	7 45	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
41	Burgess Hill	7 50	10 50	11 10	12 10	3 30	4 30	5 30	7 50	7 50	12 25	7 55	7 55	7 55	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
43	*Hassock's Gate	8 0	11 0	11 30	12 30	3 35	4 35	5 35	8 0	8 0	12 35	8 5	8 5	8 5	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
50	*BRIGHTON arr.	8 25	11 20	11 30	12 30	3 40	4 40	5 40	8 10	8 10	12 40	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
37	Hayward's Heath dep.	8 0	11 8	11 8	12 8	3 25	4 25	5 25	8 40	8 40	12 45	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
50	Lewes	9 0	11 40	11 40	12 40	3 35	4 35	5 35	9 10	9 10	12 50	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
74	Hastings... arrival	10 15	12 40	12 40	12 40	4 5	5 5	6 5	10 25	10 25	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
51	Brighton... departure	8 35	11 40	11 40	12 40	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
55	Hove	8 38	11 40	11 40	12 40	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
55	Southwick	8 46	11 40	11 40	12 40	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
55	Kingston	8 50	11 40	11 40	12 40	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
56	Shoreham	8 54	11 53	11 53	12 53	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
58	Lancing	9 59	11 53	11 53	12 53	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
61	*Worthing	9 12	11 53	11 53	12 53	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
63	Goring	9 11	11 53	11 53	12 53	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
66	Angmering	9 17	11 53	11 53	12 53	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
68	*Littlehampton	9 24	12 16	12 16	12 16	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
70	*Arundel	9 30	12 22	12 22	12 22	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
71	Yapton	9 34	12 22	12 22	12 22	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
74	Bognor	9 41	12 22	12 22	12 22	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
77	*Drayton	9 48	12 22	12 22	12 22	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
79	*Chichester	9 54	12 40	12 40	12 40	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
82	Bosham	10 0	12 40	12 40	12 40	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
87	Emsworth	10 13	12 55	12 55	12 55	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
88	Havant... arrival	10 18	12 55	12 55	12 55	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.
95	*Portsmouth	10 40	12 55	12 55	12 55	3 45	4 45	5 45	9 10	9 10	12 55	9 0	9 0	9 0	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.	8. d.

Eastbourne Branch.—Brighton to Eastbourne, 6.40 & 11.20 morn., 8.2 and 9.45 aft.  
Sundays—8.30 morn and 7.45 aft.  
Eastbourne to Brighton and London, 8 and 10.10 morn., 12.20 and 4.45 aft.  
Sundays—10.10 morn., 8.30 morn. and 4.45 aft.

First, second, and third class from Brighton.

# PORTSMOUTH, HASTINGS, LEWES, BRIGHTON, &c. to LONDON.—London, Brighton, and S. Coast.

Res. Eng., R. J. Hood.

Loco. Sup., J. C. Craven.

From Portsmouth		Up Trains.								Sundays.								Fares from Portsmouth			
		1 1, 2, 3	2 1, 2, 3	3 2 3	Mail 4 1 & 2	5 1 & 2	6 1 & 2	7 1 & 2 chp.	8 1, 2	1 1, 2, 3		2 1, 2, 3	3 1, 2, 3	4 1 & 2 chp.	5 1, 2, 3	1st class.	2nd class.	3rd class.	Gov		
Trains leave		morn	morn	morn	morn	morn	aft.	aft.	aft.	morn	morn	aft.	aft.	aft.	aft.	s. d.	s. d.	s. d.	s. d.		
7	*Portsmouth	6 30	6 30	9 0	11 30	3 30	6 40	7 30	7 30	7 30	7 30	7 30	7 30	7 30	7 30	Exp.	13	0	6		
9	*Havant	6 45	6 45	9 15	11 45	3 45	6 50	7 45	7 45	7 45	7 45	7 45	7 45	7 45	7 45	1 4	1	0	8		
13	Emsworth	6 50	6 50	9 20	11 50	3 50	6 58	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	1 10	1	0	11		
16	Bosham	7 0	7 0	9 30	12 0	4 0	7 10	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	2 8	2	0	14		
18	*Chichester	7 8	7 8	9 35	12 5	4 8	7 10	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	3 4	2	6	18		
21	*Drayton	7 13	7 13	9 45	12 15	4 13	7 10	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	4 5	3	3	21		
23	*Bognor	7 21	7 21	9 55	12 25	4 21	7 10	8 21	8 21	8 21	8 21	8 21	8 21	8 21	8 21	4 10	3	8	25		
25	Yapton	7 29	7 29	10 0	12 30	4 29	7 20	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	5 4	7	2	29		
26	*Arundel	7 35	7 35	10 12	12 30	4 35	7 28	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	5 12	5	6	31		
29	*Littlehampton	7 40	7 40	10 12	12 30	4 40	7 28	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	6 0	4	6	33		
31	Angmering	7 46	7 46	10 12	12 30	4 46	7 28	8 46	8 46	8 46	8 46	8 46	8 46	8 46	8 46	6 6	4	10	35		
34	Goring	7 52	7 52	10 15	12 30	4 52	7 30	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	7 2	5	4	37		
36	*Worthing	8 0	8 0	10 15	12 30	5 0	7 38	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	7 8	5	9	40		
38	Lancing	8 5	8 5	10 20	12 35	5 5	7 43	9 10	9 10	9 10	9 10	9 10	9 10	9 10	9 10	8 0	6	0	42		
39	Shoreham	8 20	8 20	10 25	12 40	5 12	7 48	9 10	9 10	9 10	9 10	9 10	9 10	9 10	9 10	8 3	6	2	44		
40	Kingston	8 14	8 14	10 19	12 34	5 17	7 43	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	8 4	6	4	46		
43	Southwick	8 18	8 18	10 23	12 38	5 22	7 47	9 18	9 18	9 18	9 18	9 18	9 18	9 18	9 18	8 6	6	9	49		
43	Hove	8 18	8 18	10 23	12 38	5 30	7 50	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 0	6	9	50		
44	*Hastings... dep.	7 0	8 0	10 0	12 30	5 0	7 30	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	8 0	6	9	51		
51	*Lewes	8 0	8 35	11 0	1 30	6 0	7 30	9 10	9 10	9 10	9 10	9 10	9 10	9 10	9 10	8 10	6	10	58		
54	*Hayward's Heath	8 53	11 30	2 10	2 10	6 30	Exp.	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	8 10	6	10	58		
57	*Brighton arrival.	8 35	8 35	10 50	1 30	5 50	8 5	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	6 15	8	0	61		
61	Ditto... departure.	9 0	9 0	11 0	1 45	6 0	8 10	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	6 30	8	0	64		
51	*Hassock's Gate	7 18	9 20	Exp.	11 4	3 48	6 18	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	7 45	2	45	63		
54	Burgess Hill	7 25	9 28	Exp.	11 11	3 55	6 28	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 0	3	5	65		
57	*Haywd's Heath	7 35	9 38	Exp.	11 30	2 15	4 20	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 5	3	10	68		
61	Balcombe	7 48	9 50	Exp.	11 43	3 58	6 30	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 15	3	20	71		
65	73 *Horshamdep.	7 30	8 45	8 45	11 30	3 56	6 30	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 25	3	10	72		
69	70 Fay Gate	7 40	8 55	8 55	11 40	4 0	6 40	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 35	3	10	74		
73	66 Crawley	7 50	9 5	9 5	11 50	4 10	6 50	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	8 5	4	6	76		
77	*Three Bridges.	7 58	10 3	9 20	11 58	2 35	4 20	7 3	7 3	7 3	7 3	7 3	7 3	7 3	7 3	8 35	3	40	78		
79	*Horley	8 0	10 13	9 20	11 58	2 35	4 20	7 3	7 3	7 3	7 3	7 3	7 3	7 3	7 3	8 45	3	40	79		
83	*Reigate	8 20	10 25	9 30	12 15	2 52	4 38	7 25	9 0	9 0	9 0	9 0	9 0	9 0	9 0	8 55	4	0	81		
84	*Stoat's Nest	8 33	10 35	9 30	12 15	2 52	4 38	7 25	9 0	9 0	9 0	9 0	9 0	9 0	9 0	8 55	4	0	82		
88	*Croydon	8 48	10 55	9 30	12 35	3 15	5 0	7 55	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 7	8	9	84		
89	Forest Hill	9 0	11 5	9 30	12 35	3 15	5 0	7 55	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 24	4	25	85		
92	*New Cross	9 9	11 15	9 30	12 35	3 15	5 0	7 55	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 44	8	40	86		
95	*London Brdg arr	9 30	11 30	10 15	1 10	3 45	5 30	8 30	9 50	9 50	9 50	9 50	9 50	9 50	9 50	10 0	5	0	87		

HALESHAM BRANCH.

Brighthelm to Halesham, 7.40 and 11.20 morn., 6.40 aft.—Sundays, 8.30 morn. and 7.40 aft.  
Halesham to Brighthelm, 7.30 and 9.50 morn., 1.30 and 5.40 aft.—Sundays, 10. Brighton 7 morn., 4.30 aft.



**HASTINGS AND ST. LEONARD'S BRANCH.**—London and Brighton.

From Brighton		LEONARD'S BRANCH. London and Brighton.														* 1 & 2 class from London										
		1 & 2 class.	1 & 2 chn.	1 & 2 Mail	1 & 2 class.	1 & 2 class.	Sunday				Up Trains				Sunday				Fares.							
Trains leave							1 & 2	* 123					Trains leave													
		gov.	mrn.	morn.	aft.	aft.	gov.	mrn.					mrn.	mrn.	morn.	aft.	aft.	mrn.	gov.	1 & 2	1 & 2	s. d.	s. d.	s. d.		
1	*London	7	40	8	10	4	0	10	45					7	0	8	0	10	12	30	5	0	5	0	0	
1	*Brighton	7	40	8	10	4	0	10	45					7	0	8	0	10	12	30	5	0	5	0	0	
8	*Lewes	8	0	9	11	20	30	56	15	8	45	0	7	5	10	12	35	5	5	5	5	1	00	90	6	
10	*Glynde	9	10	11	40	5	16	35	9	10	7	20	7	20	10	20	12	35	5	20	8	20	5	20	1	00
15	*Berwick	8	15	9	22	11	55	4	56	55	9	20	7	30	10	30	1	5	30	8	30	5	0	2	62	0
19	*Polegate, for Eastb. & Hails.	8	35	9	42	12	54	25	7	54	9	30	7	40	10	40	1	10	5	40	8	40	5	45	3	32
22	*West Ham and Pevensey.	8	35	9	42	12	54	25	7	54	9	30	7	40	10	40	1	10	5	40	8	40	5	45	3	32
23	*Bexhill	9	57	10	10	12	57	5	50	28	30	8	05	11	0	1	20	6	0	25	9	06	10	4	93	6
32	*Hstags & St. Leonrds	9	0	10	15	12	40	5	57	10	25	8	30	11	25	2	6	25	9	06	30	0	6	30	0	63

\* † See Omnibuses, page 107.

LONDON, CROYDON, AND EPSOM

**Sundays.** G. Hawkins, Man.

[illegible][illegible]

**LONDON & GREENWICH.**—Length, 3½ Miles, Via South Eastern Station, London Bridge.

From London Bridge to Greenwich, every quarter of an hour from 7½ morn. until 9½ aft., calling at Spa Road and Deptford Stations; from Greenwich to London Bridge, every quarter of an hour from 7½ morn. until 9½ aft.

**On Sundays**, at the same hours, except between the hours of 10½ morn. and 1¼ aft., when trains cease running, after which they resume till 10¼ aft.

FARES.—1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s. 2nd class 10d.

FARES.—1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s. 2nd class 8d. 3rd class 6d. The trains leaving Greenwich at 7½, and London at 7¾ morn., are for first, second, and parliamentary third class passengers.

**DEAL BRANCH.**—South Eastern.

From DEAL to RAMSGATE and MARGATE, at 9 10 morn; 1 10 and 5 10 aft.; to RAMSGATE only, at 7½ morn. and 8 10 aft.—On SUNDAYS, at 9 10 morn.; 1 10, 5 10, and 8 10 aft.

From MARGATE to DEAL, at 7 10, and 11 10 morn.; 2 10, 5 10, and 6 50 aft. On SUNDAYS, at 10 10 morn.; 2 10, and 6 50 aft.

FARES.—Deal to Margate, first class 3s., second 2s. 4d.; third 1s. 4d.; to Ramsgate. 2s. 4d., 2s., and 1s. DAY TICKETS.—Deal to Margate first class 5s. 3d., second 4s.; to Ramsgate 4s. and 3s. 6d.

**WHITSTABLE BRANCH.**—South Eastern.

**From Canterbury to Whitstable at 7½, and 11½ a.m.; 2 5 and 6 p.m. On Sundays at 9 a.m. and 4 p.m.**

**From Whitstable to Canterbury** at 8 $\frac{1}{2}$  a.m.; 12 $\frac{1}{2}$ , 3 $\frac{1}{2}$ , and 7 p.m. On Sundays at 9 $\frac{1}{2}$  a.m.; and 5 $\frac{1}{2}$  p.m.

FARES—1st Class, 1s.; 2nd, 6d. Day Tickets, 1st Class, 1s. 6d.; 2nd 9d.

**MARGATE BRANCH.**—South Eastern.

From Ramsgate at 6 50, 8 50, 9 50, and 10 50, morn.; 12 10, 1 50, 2 50, 3 50, 4 50, 6 10, 7½, and 10 10 aft.

On SUNDAYS at 7 50, 8 50, 9 50, and 11 10 morn.; 12 10, 1 50, 2 50, 3 50, 4 50, 6 10, 7½, and 10 10 aft.

From Margate at 7 10, 9 10, 10 10, and 11 10, morn.; 1 10, 2 10, 3 10, 4 10, 5 10, 6 50, 8 and 10 $\frac{1}{2}$  aft.

On SUNDAYS at 8 10, 9 10, 10 10 and 11½ morn.; 1 10, 2 10, 3 10, 4 10, 5 10, 6 50, 8 and 10½ aft.  
Fares. 9d. 6d. 4d. govt. 3d. Day Tickets. first class. 1s. 3d., second 9d.

Fares, 9d., 6d., 4d., govt. 3d. Day Tickets, first class, 1s. 3d., second 9d.

**LONDON AND NEWMARKET, via Eastern Counties, Shoreditch.**

Miles.	STATIONS.	1 2 3 Ex 1 & 2				SUNDAY.				STATIONS.	1 & 2 1 & 2 1 2 3				SUNDAY.				
		gov. mnrn.	May mnrn.	class aft.		1 2 3	mnrn.	1 2 3			class mnrn.	class aft.	gov.	1 2 3	mnrn.	1 2 3			
..	LONDON.....dep.	8	4	10	11 30	3	0	7	0	2	5	BURY, through Kentford (coach).d.	..	..	..	..	..	..	..
..	Chesterford.....arr.	8	48	12	39	7	10	9	17	43	Midenhall & Barton Mills	..	..	..	..	..	..	..	..
..	Chesterford.....dep.	8	56	12	10	7	10	9	25	5	Soham, through Fordham	..	..	..	..	..	..	..	..
1 1/2	Bourne Bridge	9	10	1	34	7	25	9	39	5	NEWMARKET.....dep.	6	55	10	10	3	4	8	30
1 1/2	Balsham Road	9	20	1	45	7	38	9	51	5	24	Dullwich	7	23	10	20	3	15	
1 1/2	Six Mile Bottom	9	30	2	55	7	47	10	5	30	6	55	Six Mile Bottom	7	20	10	25	3	25
1 1/2	Dullwich	9	36	2	7	54	7	54	10	5	43	Balsham Road	7	20	10	36	3	43	
1 1/2	NEWMARKET.....arr.	9	50	2	10	8	10	10	15	5	55	Bourne Bridge	7	28	10	46	4	40	
..	Soham, through Fordham (coach).arr	..	3	0	..	..	..	..	..	..	..	Chesterford.....arr	7	40	11	5	43	9	
..	Midenhall & Barton Mills	..	3	10	..	..	..	..	..	..	..	Chesterford.....dep.	7	43	11	9	43	9	
..	BURY, through Kentford	..	3	30	..	..	..	..	..	..	..	LONDON.....arr	10	0	12	5	6	25	

FARES London to Newmarket, 1s. 0d., 10s. 9d., 8s. 6d., 5s. 3d.  
In connection with Chesterford, the train to and from Cambridge, St. Ives, Huntingdon, Ely, Brandon, Peterborough, &c.



**LONDON TO MAIDSTONE, CANTERBURY, FOLKESTONE & DOVER.**—South Eastern. Supt. P. D. Finnigan.  
Sec., G. S. Herbert.      Week Days.      Sunday Trains.      Whitentide Trains.

[illegible]

\* This Train is First and Second class from Ashford to Margate and intermediate Stations.

**For Trains from Boulogne to Amiens and Paris, see page 105.**

For Trains from Ostend to Antwerp, Brussels, &c., see page 105.

[illegible][illegible]

+ For Whitsuntide Excursion Fares, &c., see preceding page

[illegible]



**LONDON, CAMBRIDGE, ELY, PETERBRO', NORWICH, &c. to YARMOUTH—Eastern Counties.**  
 Secretary, C. P. Roney. General Manager, Robert Mosley. Coach Supt., G. Richardson.

		Week Day Trains.										Sunday Trains.				Fares.			Horses.			
Miles	DOWN STATIONS.	1	2	3	4	5	6	7	8			1	2	3	4	1st	2nd	3rd	1	2	3	Car.
		1,2,3 class.	1,2,3 gov.	1 & 2 class.	1 & 2 Exp. class.	1 & 2 class.	1 & 2 class.	1 & 2 class.	1 & 2 mail.			1,2,3 class.	1,2,3 gov.	1 & 2 class.	1 & 2 class.	1st class.	2nd class.	3rd class.	s.d.	s.d.	s.d.	s.d.
	From Shore-ditch.	morn	morn	morn	morn	morn	morn	morn	morn			morn	morn	morn	morn	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.
1	London..... dep.	6 0	10 0	11 30	11 30	11 30	11 30	11 30	11 30			7 0	2 0	3 40	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0
24	Victoria Park and Bow..	6 3	10 3	11 33	11 33	11 33	11 33	11 33	11 33			7 3	2 3	3 43	4 3	4 3	4 3	4 3	4 3	4 3	4 3	4 3
33	Stratford.....	6 7	10 7	11 37	11 37	11 37	11 37	11 37	11 37			7 7	2 7	3 47	4 7	4 7	4 7	4 7	4 7	4 7	4 7	4 7
54	Lea Bridge.....	6 14	10 12	11 44	11 44	11 44	11 44	11 44	11 44			7 10	2 10	3 50	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10
73	Tottenham.....	6 21	10 19	11 51	11 51	11 51	11 51	11 51	11 51			7 17	2 17	3 57	4 17	4 17	4 17	4 17	4 17	4 17	4 17	4 17
83	Marsh Lane.....	6 29	10 26	12 0	12 0	12 0	12 0	12 0	12 0			7 25	2 25	4 0	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25
94	Water-lane, Enfield Junc.	6 33	10 31	12 04	12 04	12 04	12 04	12 04	12 04			7 29	2 29	4 04	4 29	4 29	4 29	4 29	4 29	4 29	4 29	4 29
113	Ponder's End.....	6 36	10 35	12 07	12 07	12 07	12 07	12 07	12 07			7 32	2 32	4 07	4 32	4 32	4 32	4 32	4 32	4 32	4 32	4 32
143	Waltham.....	6 41	10 42	12 10	12 10	12 10	12 10	12 10	12 10			7 35	2 35	4 10	4 35	4 35	4 35	4 35	4 35	4 35	4 35	4 35
163	Cheshunt.....	6 52	10 51	12 19	12 19	12 19	12 19	12 19	12 19			7 38	2 38	4 13	4 38	4 38	4 38	4 38	4 38	4 38	4 38	4 38
19	Broxbourne.....	7 0	11 0	12 20	12 20	12 20	12 20	12 20	12 20			7 40	2 58	9 10	1 31	0 0	8 5	0 7	0 10	0 10	0 10	0 10
22	Roydon.....	7 11	11 6	12 10	12 10	12 10	12 10	12 10	12 10			7 50	3 4	9 20	1 32	0 1	9 0	0 9	0 13	0 10	0 10	0 10
24	Burnt Mill.....	7 22	11 15	12 3	12 3	12 3	12 3	12 3	12 3			8 0	3 15	9 30	1 38	0 2	9 6	1 1	1 6	1 6	1 6	1 6
26	Harlow.....	7 31	11 23	12 13	12 13	12 13	12 13	12 13	12 13			8 03	3 25	9 33	1 43	0 3	9 10	1 1	1 6	1 6	1 6	1 6
28	Sawbridgeworth.....	7 38	11 30	12 20	12 20	12 20	12 20	12 20	12 20			8 06	3 33	9 40	1 50	0 3	9 17	1 1	1 6	1 6	1 6	1 6
32	Bishop Stortford.....	7 47	11 38	12 29	12 29	12 29	12 29	12 29	12 29			8 12	3 39	9 47	1 57	0 3	9 24	1 1	1 6	1 6	1 6	1 6
35	Stanstead.....	8 0	11 50	12 37	12 37	12 37	12 37	12 37	12 37			8 19	3 47	9 56	2 0	0 3	9 27	1 1	1 6	1 6	1 6	1 6
37	Elsenham.....	8 10	12 0	12 37	12 37	12 37	12 37	12 37	12 37			8 30	4 0	10 0	2 1	0 3	9 30	1 1	1 6	1 6	1 6	1 6
41	Newport.....	8 17	12 8	12 37	12 37	12 37	12 37	12 37	12 37			8 38	4 10	10 1	2 3	0 3	9 38	1 1	1 6	1 6	1 6	1 6
43	Audley End.....	8 30	12 20	12 40	12 40	12 40	12 40	12 40	12 40			8 45	4 19	10 16	2 4	0 3	9 45	1 1	1 6	1 6	1 6	1 6
47	Chesterford.....	8 36	12 27	1 4	1 4	1 4	1 4	1 4	1 4			8 58	4 33	10 18	2 6	0 4	9 58	1 1	1 6	1 6	1 6	1 6
51	Whittleford.....	8 48	12 39	1 15	1 15	1 15	1 15	1 15	1 15			9 3	4 40	10 19	2 7	0 4	10 0	1 1	1 6	1 6	1 6	1 6
54	Shelford.....	8 59	12 50	1 25	1 25	1 25	1 25	1 25	1 25			9 17	4 53	10 26	2 9	0 5	10 5	1 1	1 6	1 6	1 6	1 6
57	Cambridge..... arr.	9 9	1 0	1 38	1 38	1 38	1 38	1 38	1 38			9 28	5 4	11 0	2 3	0 5	11 0	1 1	1 6	1 6	1 6	1 6
57	Cambridge..... dep.	9 24	1 8	1 38	1 38	1 38	1 38	1 38	1 38			9 37	5 15	11 0	2 3	0 5	11 0	1 1	1 6	1 6	1 6	1 6
62	Histon.....	9 29	1 13	1 43	1 43	1 43	1 43	1 43	1 43			9 45	5 25	11 0	2 4	0 6	11 0	1 1	1 6	1 6	1 6	1 6
64	Oakington.....	9 49	1 23	1 43	1 43	1 43	1 43	1 43	1 43			10 5	5 35	11 0	2 6	0 6	11 0	1 1	1 6	1 6	1 6	1 6
67	Long Stanton.....	9 57	1 31	1 43	1 43	1 43	1 43	1 43	1 43			10 10	5 50	11 0	2 8	0 6	11 0	1 1	1 6	1 6	1 6	1 6
69	Swavesey.....	10 5	1 39	1 43	1 43	1 43	1 43	1 43	1 43			10 17	5 57	11 0	2 9	0 6	11 0	1 1	1 6	1 6	1 6	1 6
72	St. Ives..... arr.	10 14	1 48	1 43	1 43	1 43	1 43	1 43	1 43			10 23	6 3	11 0	2 10	0 6	11 0	1 1	1 6	1 6	1 6	1 6
77	Huntingdon..... dep.	10 20	1 54	1 43	1 43	1 43	1 43	1 43	1 43			10 30	6 10	11 0	2 11	0 6	11 0	1 1	1 6	1 6	1 6	1 6
77	Huntingdon..... arr.	10 35	1 59	1 43	1 43	1 43	1 43	1 43	1 43			10 35	6 15	11 0	2 11	0 6	11 0	1 1	1 6	1 6	1 6	1 6
77	Somersham.....	10 31	2 0	1 43	1 43	1 43	1 43	1 43	1 43			10 50	6 30	11 0	2 12	0 6	11 0	1 1	1 6	1 6	1 6	1 6
83	Chatteris.....	10 46	2 15	1 43	1 43	1 43	1 43	1 43	1 43			11 0	6 44	11 0	2 13	0 6	11 0	1 1	1 6	1 6	1 6	1 6
89	Wimblington.....	10 56	2 25	1 43	1 43	1 43	1 43	1 43	1 43			11 11	6 57	11 0	2 14	0 6	11 0	1 1	1 6	1 6	1 6	1 6
91	March.....	11 8	2 35	1 43	1 43	1 43	1 43	1 43	1 43			11 25	7 15	11 0	2 15	0 6	11 0	1 1	1 6	1 6	1 6	1 6
96	Wisbeach..... arr.	11 30	2 55	1 43	1 43	1 43	1 43	1 43	1 43			11 50	7 40	11 0	2 17	0 6	11 0	1 1	1 6	1 6	1 6	1 6

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21									
		morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	morn													morn	morn	aft.	morn	s. d.	s. d.	s. d.	s. d.	s. d.
Peterbro' Branch.	721 Ely	10 20	10 29	2 25	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10								
	75 Chittisham	10 29	10 47	2 50	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36	3 36								
	82 Manea	11 0	11 0	3 6	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10								
	87 1/2 March. arr.	11 10	11 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10	3 10								
	95 Eastrea	11 30	11 30	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33								
	96 1/2 Whittlesea	11 35	11 35	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33								
	102 1/2 Peterbro' dep.	11 55	11 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55	3 55								
	12 1/2 Stamford	12 5	12 5	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10								
	12 1/2 Oakham	12 33	12 33	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45	4 45								
	12 1/2 Melton. arr.	1 15	1 15	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25								
12 1/2 Syston. arr.	1 50	1 50	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0									
		2 20	2 20	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28	6 28								
Cambridge. dep.		9 34	9 34	1 18	1 48	5 25	5 25	7 50	10 57	10 57	10 57	10 57	10 57	10 57	10 57	10 57	10 57	10 57	10 57	10 57	10 57	10 57	10 57								
63 Waterbeach	9 49	9 49	1 33	1 33	5 35	5 35	8 2	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9	11 9								
724 Ely	10 14	10 14	2 6	2 18	6 0	6 0	8 27	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31	11 31								
794 Mildenhall-road	10 34	10 34			6 15	6 15	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49								
844 Lakenheath	10 49	10 49			6 28	6 28	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19								
894 Brandon	11 0	11 0	3 0	0	6 40	6 40	9 0	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19	12 19								
954 Thetford	11 42	11 42	3 36	7 22	7 22	7 22	9 18	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42								
1034 Harling Road	11 50	11 50			7 31	7 31	9 18	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42	12 42								
1064 Eccles	12 0	12 0	3 53	7 42	7 42	7 42	9 52	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17	1 17								
110 Attleboro'	12 5	12 5	4 7	7 57	7 57	7 57	10 4	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30								
1154 Wymondham. arr	8 10	8 10	12 20	4 15	8 45	8 45	9 15	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25								
Dereham & Fakenham B.	Wymondham d.	8 25	8 25	12 35	4 30	8 50	8 50	9 15	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25								
	Hardingham	8 40	8 40	12 50	4 45	9 05	9 05	9 30	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40								
	Yaxham	8 50	8 50	1 0	4 55	9 15	9 15	9 40	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50								
	Dereham	9 4	9 4	1 14	5 9	9 25	9 25	9 50	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0								
	Elmhams	9 18	9 18	1 28	5 23	9 40	9 40	10 10	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20								
Fakenham arr.	9 30	9 30	1 40	5 35	9 50	9 50	10 20	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30								
125 Trowse	8 30	8 30	12 45	4 35	8 50	8 50	9 20	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30								
126 Norwich. arr.	8 30	8 30	1 0	4 50	9 15	9 15	9 40	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50								
Ditto. dep.	9 17	9 17	9 48	5 6	9 25	9 25	9 50	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0								
132 Brundall	123	123	9 54	5 12	9 27	9 27	9 50	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0								
134 Buckenham	9 0	9 0	1 35	10 5	9 27	9 27	9 50	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0								
137 Reedham. arr.	10 10	10 10			5 30	5 30	9 30	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40	9 40								
Lowestoft Branch.	Reedham. dep.	10 25	10 25			5 40	5 40	9 42	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50								
	Haddiscoe	10 30	10 30			5 46	5 46	9 50	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0								
	Somerleyton	10 43	10 43			5 56	5 56	10 3	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10								
	Mutford. ad	10 50	10 50			6 0	6 0	10 10	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20	10 20								
	Lowestoft arr.	9 30	9 30	2 0	10 35	5 50	5 50	7 30	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50								
146 Yarmouth. arr.	9 30	9 30	2 0	10 35	5 50	5 50	7 30	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50								



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1

\* Government from Lowestoft to Reedham. † Leaves Yarmouth at 12 noon on Saturdays.  
Third-class Carriages to all except the express trains on the Huntingdon, Stamford, and Wisbeach Branches.



**ENFIELD & HERTFORD BRANCH.—Eastern Counties.** Owen Williams, Storekeeper.

FROM		WEEK DAYS.												SUNDAYS.						FARES.		
		1,2,3 class.	1,2,3 Gov.	1 & 2 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1,2 class.	1,2,3 class.	1,2 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1,2,3 Gov.	1,2,3 class.	1,2,3 class.	1st class.	2nd class.	3rd class.			
Mls.		morn	morn	morn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	morn	aft.	aft.	aft.	s. d.	s. d.	s. d.		
1	London	6 10	9 10	10 10	10 30	2 30	3 15	4 30	5 0	5 45	7 30	8 40	9 10	10 10	10 20	10 30	10 40	1 0	2 0	3 0		
33	Mile End	6 3	9 2	10 10	10 32	2 30	3 15	4 30	5 0	5 45	7 30	8 40	9 10	10 10	10 20	10 30	10 40	1 0	2 0	3 0		
33	Stratford	6 14	9 13	10 12	10 43	2 42	3 26	4 41	5 10	5 56	7 43	8 50	9 20	10 20	10 30	10 40	1 10	2 10	3 10			
52	Lea Bridge	6 21	9 20	10 19	10 50	2 50	3 33	4 47	5 16	6 02	7 50	8 57	9 27	10 27	10 37	10 47	1 20	2 20	3 20			
72	Tottenham	6 29	9 26	10 26	10 56	2 54	3 40	4 54	5 23	6 09	7 57	9 04	9 34	10 34	10 44	1 30	2 30	3 30				
9	Marsh Lane	6 33	9 30	10 31	11 0	3 0	3 45	4 59	5 28	6 14	8 02	9 09	9 39	10 39	10 49	1 40	2 40	3 40				
9	Water Lane	6 36	9 34	10 35	11 4	3 0	3 47	5 2	5 31	6 17	8 05	9 12	9 42	10 42	10 52	1 50	2 50	3 50				
10	Edmonton	6 40	9 38	10 39	11 8	3 4	4 31	5 45	6 14	7 00	8 88	9 25	9 55	10 55	11 05	2 00	3 00	4 00				
12	Enfield	6 44	9 42	10 43	11 12	3 8	4 35	5 49	6 18	7 04	8 92	9 29	9 59	10 59	11 09	2 10	3 10	4 10				
11	Ponder's End	6 41	9 39	10 40	11 9	3 5	4 42	5 56	6 25	7 11	8 99	9 36	10 06	11 06	11 16	2 20	3 20	4 20				
14	Walham	6 52	9 48	10 51	11 18	3 13	4 25	5 39	6 28	7 14	9 02	10 09	10 39	11 39	11 49	2 50	3 50	4 50				
16	Cheshunt	7 0	9 53	10 54	11 21	3 18	4 30	5 44	6 33	7 19	9 07	10 14	10 44	11 44	11 54	3 00	4 00	5 00				
19	Broxbourne	7 11	10 0	11 0	11 30	3 25	4 37	5 51	6 40	7 26	9 14	10 21	10 51	11 51	12 01	3 10	4 10	5 10				
20	Rye House	7 10	10 0	11 0	11 30	3 25	4 37	5 51	6 40	7 26	9 14	10 21	10 51	11 51	12 01	3 10	4 10	5 10				
22	St. Margaret's	7 10	10 0	11 0	11 30	3 25	4 37	5 51	6 40	7 26	9 14	10 21	10 51	11 51	12 01	3 10	4 10	5 10				
24	Ware*	7 10	10 0	11 0	11 30	3 25	4 37	5 51	6 40	7 26	9 14	10 21	10 51	11 51	12 01	3 10	4 10	5 10				
26	Hertford	7 10	10 0	11 0	11 30	3 25	4 37	5 51	6 40	7 26	9 14	10 21	10 51	11 51	12 01	3 10	4 10	5 10				
Extra on Week Days.—Water Lane to Enfield at 8 10.																						

**MALDON, WITHAM, & BRAINTREE BRANCH.—Eastern Counties.**  
 From Maldon to Baintree, at 7.55, 9.15, and 10.40 morn.; 4. and 7 aft.  
 From Baintree to Maldon, at 9.40 morn.; 4. and 5.20 aft.  
 Fares, 1st class 2s. 6d., 2nd class 2s., 3rd class 1s. 6d., gov. 1s.  
 The last train on week days, and the first on Sundays, up and down are gov. trains.  
 Distance 12 miles.

Extra on Week Days.—Water Lane to Enfield at 8.10 morn.; London to Enfield at 10.4 morn. and 5.4 aft.; to Broxbourne 11.3 morn.

to Broxbourne 11½ morn.; London to Enfield at 10½ morn. and 5¼ aft.

† Stop at Victoria Park and Bow Station.

WEEK DAYS.

SUNDAYS.

FROM	1,2,3	1,2,3	1,2	1,2,3	1,2,3	1,2	1,2,3	1,2	1,2,3	1,2,3	1,2	1,2,3	1,2,3	1,2	1,2,3	1,2,3	1,2	1,2,3
	cls.	cls.	Exp	cls.	cls.	cls.	cls.	cls.	cls.	cls.	cls.	cls.	cls.	cls.	Gov	Gov	Gov	Gov
Hertford...	7 20	8 5	10 10	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0
Ware*	7 25	8 10	10 15	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5
St. Margaret's	7 30	8 15	10 20	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10
Rye House	7 35	8 20	10 25	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15
Broxbourne	7 40	8 25	10 30	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20
Cheshunt	7 45	8 30	10 35	11 25	11 25	11 25	11 25	11 25	11 25	11 25	11 25	11 25	11 25	11 25	11 25	11 25	11 25	11 25
Walham	7 50	8 35	10 40	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30
Ponder's End...	7 55	8 40	10 45	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35
— Enfield	8 0	8 45	10 50	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40
— Edmonton	8 0	8 45	10 50	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40	11 40
Water Lane	8 45	9 30	11 35	12 25	12 25	12 25	12 25	12 25	12 25	12 25	12 25	12 25	12 25	12 25	12 25	12 25	12 25	12 25
Marsh Lane	8 50	9 35	11 40	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30
Tottenham	8 55	9 40	11 45	12 35	12 35	12 35	12 35	12 35	12 35	12 35	12 35	12 35	12 35	12 35	12 35	12 35	12 35	12 35
Lea Bridge	9 0	9 45	11 50	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40
Stratford	9 5	9 50	11 55	12 45	12 45	12 45	12 45	12 45	12 45	12 45	12 45	12 45	12 45	12 45	12 45	12 45	12 45	12 45
Mile End	9 10	10 0	12 0	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50
London arrival	8 45	9 35	11 40	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30	12 30

**Sec., W. W. Williams. Ely, Downham, Lynn, Swaffham, and Dereham.—East Anglian. Goods Manager, T. Watson.**

		DOWN TRAINS.							Sundays					Fares.					UP TRAINS.							Sundays				
		morn		morn		aft.	aft.			morn		aft.	s.	d.	s.	d.	s.	d.	morn		aft.	aft.			morn		aft.	aft.		
—	London .dep.	6	0	11	30	..	5 0	..	2	0	..	..	..	..	..	..	..	Dereham .dep	7	0	10	25	1 5	5 25	7 30	5 0	..	..	..	..
—	Ely	6	15	10	30	2 30	8 35	..	9	10	6 40	..	..	..	..	..	..	Scarning	7	7	10	31	..	5 31	7 37	5 0	..	..	..	..
52	Littleport	6	45	10	47	2 47	8 52	..	9	27	6 57	1 20	10	0 53	..	..	..	Wendling	7	13	10	36	1 16	5 37	7 43	5 13	..	..	..	..
114	Hilgay Fen	7	5	11	0	3 0	9 5	..	9	40	7 10	2	31	8 0 11	..	..	..	Fransham	7	24	10	45	1 25	5 47	7 54	5 24	..	..	..	..
122	Ouze Bridge	7	15	11	6	3 6	9 11	..	9	46	7 16	2	61	10 0 11	..	..	..	Little Dunham	7	30	10	50	1 31	5 53	8 0	5 30	..	..	..	..
142	Denver	..	11	10	3	10	9 15	..	9	50	7 20	3	02	C 1 2	..	..	..	Spole	7	37	10	55	1 36	5 59	8 7	5 37	..	..	..	..
152	Downham	7	55	11	15	3 15	9 20	..	9	55	7 25	3	02	4 1 34	..	..	..	Swaffham	7	47	11	3	1 46	6 8	8 17	5 47	..	..	..	..
162	Stow	8	15	11	23	3 23	9 28	..	10	3	7 33	5	02	8 1 55	..	..	..	Narborough	8	2	11	18	1 59	6 23	8 32	6 2	..	..	..	..
190	Holme	..	11	26	3	26	9 31	..	10	6	7 36	4	02	9 1 7	..	..	..	Binley	8	6	11	22	3	6 27	8 36	6 2	..	..	..	..
204	Watlington	8	35	11	29	3 29	9 34	..	10	9	7 39	4	3	0 1 84	..	..	..	East Winch	8	12	11	28	2	9 6 33	8 42	6 12	..	..	..	..
224	St. Germans	..	11	34	3	34	9 39	..	10	14	7 44	4	8	3 1 10	..	..	..	Middleton	8	17	11	33	2 14	6 38	8 47	6 17	..	..	..	..
263	Lynn	8	55	11	45	3 45	9 50	..	10	25	7 55	5	6	4 0 2 23	..	..	..	Lynn	8	25	11	40	2 22	6 46	8 55	6 25	..	..	..	..
—	London .dep	9	30	12	0	3 55	6 0	..	9	15	7 0	..	..	..	..	..	..	St. Germans	8	30	11	50	5 30	6 50	9 00	6 40	..	..	..	..
3	Middleton	9	37	12	7	..	6 7	..	9	22	7 7	0 80	6	0 3	..	..	..	Watlington	8	41	12	1	5 41	..	7 51	4 11	..	..	..	..
5	East Winch	9	43	12	13	4 7	6 13	..	9	28	7 13	1 0	80	5	..	..	..	Holme	8	46	12	6	5 46	6 50	7 56	4 16	..	..	..	..
7	Binley	9	48	12	18	4 12	6 18	..	9	33	7 18	1	61	0 0 7	..	..	..	Stow	8	49	12	9	5 49	..	7 59	4 19	..	..	..	..
84	Narborough	9	53	12	23	4 17	6 23	..	9	3	7 23	1	10	1 4 84	..	..	..	Downham	8	52	12	12	5 52	7 10	8 10	4 22	..	..	..	..
144	Swaffham	10	10	12	40	4 34	6 40	..	9	55	7 40	3	02	21 23	..	..	..	Denver	9	0	12	20	6 0	7 30	8 2	4 30	..	..	..	..
17	Spole	10	18	12	49	4 42	6 48	..	10	4	7 49	3	62	61 5	..	..	..	Ouze Bridge	9	5	12	25	6 5	..	8 15	4 35	..	..	..	..
184	Little Dunham	10	18	12	56	4 47	6 53	..	10	11	7 56	4	23	0 10 1 64	..	..	..	Hilgay Fen	9	15	12	35	6 15	8 20	8 25	4 45	..	..	..	..
192	Fransham	10	28	1	3	4 52	6 58	..	10	17	8 1	4	23	0 1 75	..	..	..	Littleport	9	28	12	48	6 28	8 40	8 38	4 55	..	..	..	..
222	Wendling	10	36	1	16	5 0	7 6	..	10	28	8 12	4	23	6 11 05	..	..	..	Ely	9	45	1	5	6 45	9 10	8 55	5 15	..	..	..	..
242	Scarning	10	40	1	21	..	7 10	..	10	33	8 17	5	3	8 2 0	..	..	..	London	9	45	1	5	6 45	9 10	8 55	5 15	..	..	..	..
263	Dereham	10	50	1	30	5 10	7 20	..	10	40	8 25	5	6	4 0 2 24	..	..	..		1	25	4	20	10 55	..	1 15	9	..	..	..	..



**LONDON, STRATFORD, & CHELMSFORD, to COLCHESTER & BURY.—Eastern Counties.**

Miles.	STATIONS.	Down Trains.												Sundays.					Fares.				
		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	<b>LONDON</b>	gov.	cls.	mail.	gov.	cls.	mail.	gov.	cls.	mail.	gov.	cls.	mail.	gov.	cls.	mail.	gov.	cls.	mail.	gov.	cls.	mail.	gov.
	<b>Shoreditch.</b>	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn
1	Shoreditch.	8 10	9 25	11 0	8 20	9 35	11 10	8 30	9 45	11 15	8 30	9 45	11 15	8 30	9 45	11 15	8 30	9 45	11 15	8 30	9 45	11 15	8 30
2	Mile End	8 13	9 28	11 0	8 23	9 38	11 10	8 33	9 48	11 18	8 33	9 48	11 18	8 33	9 48	11 18	8 33	9 48	11 18	8 33	9 48	11 18	8 33
3	Victoria Park & Bow	8 17	9 32	11 0	8 27	9 42	11 10	8 37	9 52	11 20	8 37	9 52	11 20	8 37	9 52	11 20	8 37	9 52	11 20	8 37	9 52	11 20	8 37
4	Stratford.	8 25	9 40	11 10	8 35	9 50	11 20	8 45	10 00	11 30	8 45	10 00	11 30	8 45	10 00	11 30	8 45	10 00	11 30	8 45	10 00	11 30	8 45
5	Forest Gate	8 30	9 45	11 15	8 40	9 55	11 25	8 50	10 05	11 35	8 50	10 05	11 35	8 50	10 05	11 35	8 50	10 05	11 35	8 50	10 05	11 35	8 50
7	Iford	8 38	9 53	11 23	8 48	10 03	11 33	8 58	10 13	11 43	8 58	10 13	11 43	8 58	10 13	11 43	8 58	10 13	11 43	8 58	10 13	11 43	8 58
12	Romford	8 52	10 07	11 37	9 02	10 17	11 47	9 12	10 27	11 57	9 12	10 27	11 57	9 12	10 27	11 57	9 12	10 27	11 57	9 12	10 27	11 57	9 12
17	Brentwood	9 07	10 22	11 52	9 17	10 32	12 02	9 27	10 42	12 12	9 27	10 42	12 12	9 27	10 42	12 12	9 27	10 42	12 12	9 27	10 42	12 12	9 27
19	Shenfield	9 14	10 29	11 59	9 24	10 39	12 09	9 34	10 49	12 19	9 34	10 49	12 19	9 34	10 49	12 19	9 34	10 49	12 19	9 34	10 49	12 19	9 34
23	Ingatstone	9 23	10 38	12 08	9 33	10 48	12 18	9 43	11 03	12 28	9 43	11 03	12 28	9 43	11 03	12 28	9 43	11 03	12 28	9 43	11 03	12 28	9 43
24	Chelmsford	9 40	10 55	12 25	9 50	11 05	12 35	10 00	11 15	12 45	10 00	11 15	12 45	10 00	11 15	12 45	10 00	11 15	12 45	10 00	11 15	12 45	10 00
33	Witham	10 5	11 20	12 50	10 15	11 30	13 00	10 25	11 40	13 10	10 25	11 40	13 10	10 25	11 40	13 10	10 25	11 40	13 10	10 25	11 40	13 10	10 25
41	Kelvedon	10 17	10 52	12 50	10 37	11 12	13 00	10 47	11 22	13 10	10 47	11 22	13 10	10 47	11 22	13 10	10 47	11 22	13 10	10 47	11 22	13 10	10 47
46	Marks Tey	10 30	11 05	12 50	11 00	11 35	13 20	11 13	11 48	13 30	11 13	11 48	13 30	11 13	11 48	13 30	11 13	11 48	13 30	11 13	11 48	13 30	11 13
48	Colchester	10 45	11 20	12 50	11 25	12 00	13 30	11 35	12 10	13 40	11 35	12 10	13 40	11 35	12 10	13 40	11 35	12 10	13 40	11 35	12 10	13 40	11 35
58	Ipswich	11 33	12 08	12 50	12 33	13 08	13 38	12 43	13 18	13 48	12 43	13 18	13 48	12 43	13 18	13 48	12 43	13 18	13 48	12 43	13 18	13 48	12 43
94	Bury St. Edm.	12 55	13 30	13 40	13 10	13 35	14 05	13 45	14 10	14 40	13 45	14 10	14 40	13 45	14 10	14 40	13 45	14 10	14 40	13 45	14 10	14 40	13 45

Miles.	STATIONS.	Up Trains.												Sundays.												Fares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3

**BURY, IPSWICH, and HADLEIGH to COLCHESTER and LONDON.—Eastern Union.**  
J. C. Cobbold, M.P., Chairman.—J. F. Saunders, Sec.—P. Bruff, Engineer and Manager.—J. S. Martin, Superintendent.

J. C. Cobbold, M.P., Chairman, - J. F. S. Snamers, Secy.										SUNDAYS.						FARES				RATES				Car-riags.	Passengers' fares, &c. their journey onwards, except on payment of the ordinary fare.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
STATIONS.		1 & 2	1 & 2	1 & 2	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3			1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 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3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3



[illegible]



Sec. **Edinburgh, Berwick, Newcastle, Glasgow, Carlisle, Liverpool, Chester, Manchester, Crewe,**  
**Birmingham, Tamworth, Rugby, and London.**  
 J. Stewart, Euston-sq., London.  
 H. Booth, Liverpool.  
 Eng. Robert Stephenson

[illegible]

The thick lines under many of the trains indicate the stoppage of the trains at that point.

\*\* Stop at Stockport to take up passengers for the South only, when required.

7 Stop at Waverford to set down passengers when required.



# SUNDAY TRAINS & FARES.—L. and N. Western.

S. Eboral, R.N., Goods Manager, Birmingham.

Via Trent Vall	Via Elmham	DOWN From LONDON										UP To London									
		3 Class	2 Class	1 Class	Mail	3 Class	2 Class	1 Class	Mail	3 Class	2 Class	1 Class	Mail	3 Class	2 Class	1 Class	Mail	3 Class	2 Class	1 Class	Mail
61	61	LONDON, depart	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0
84	84	Willenden .. a & d	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14	7 14
114	114	Sudbury .. a & d	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19	7 19
124	124	Harrow .. a & d	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32	7 32
164	164	Pinner .. a & d	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37	7 37
174	174	Watford .. a & d	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44	7 44
21	21	King's Langley a & d	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57	7 57
244	244	Barnet .. a & d	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19
284	284	Barnet .. a & d	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19
314	314	King's Langley a & d	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
344	344	Cheddington .. a & d	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0	9 0
384	384	Aylesbury .. a & d	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12	9 12
404	404	Leighton .. a & d	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30	9 30
464	464	Wolverton .. a & d	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48	9 48
524	524	Blisworth .. a & d	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5	10 5
60	60	Road .. a & d	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30	10 30
69	69	Weldon .. a & d	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20	12 20
754	754	Rugby .. a & d	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39	12 39
824	824	Braden .. a & d	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
894	894	Covey .. a & d	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35	1 35
1034	1034	Hampton .. a & d	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10
1124	1124	BIRMINGHAM ar	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45	2 45
874	874	Stretton .. a & d	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20
904	904	Salton .. a & d	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30
964	964	Nuneaton .. a & d	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 40
1094	1094	Atherstone .. a & d	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12	2 12
1154	1154	Polesworth .. a & d	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27	2 27
1204	1204	WORTH .. a & d	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47	2 47
1234	1234	Leighfield .. a & d	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12
1264	1264	Armitage .. a & d	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37	3 37
1324	1324	Rugby .. a & d	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45
1324	1324	Coventry .. a & d	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
1324	1324	STAFFORD ar	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40
116	116	BIRMINGHAM dep	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0
1194	1194	Ferry Bar .. a & d	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
1224	1224	Fewell Road .. a & d	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33	3 33
1244	1244	Willenhall .. a & d	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50
1264	1264	Wolverhampton .. a & d	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15	4 15
1324	1324	Four Ashes .. a & d	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25
1364	1364	Spennings .. a & d	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 40
1374	1374	Penkridge .. a & d	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59	4 59
1434	1434	Longlight .. a & d	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29	5 29
1454	1454	Madeley .. a & d	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45
1544	1544	Stafford .. a & d	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2	6 2
1574	1574	NEWCASTLE ar	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12	6 12

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1 2 3 4 5 6 7 8

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# NORTHAMPTON & PETERBORO'—London and North Western.

Mile from London.	DOWN TRAINS.														Sundays			
	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	aft.	aft.	aft.	aft.
London & Birmin. to Peterborough.	6 15	7 15	9 0	10 30	11 0	12 30	2 0	4 0	5 30	9 0	10 30	11 40	12 30	1 0	2 0	3 0	4 0	5 0
London dep. at Birmingham.	6 45	7 45	9 15	10 45	11 30	12 45	2 15	4 15	5 45	9 15	10 45	11 55	12 45	1 15	2 15	3 15	4 15	5 15
Blisworth	8 44	9 56	10 40	12 48	1 35	2 40	4 53	6 10	7 58	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Northampton	7 0	9 5	10 25	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10
Billing Road	7 2	10 25	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Castle Ashby (White Mill)	7 10	10 33	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Wellington	7 23	10 41	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Ditchford	7 23	10 54	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Higham Ferrars	7 23	11 6	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Ringstead	7 37	11 6	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Thrapston	7 39	11 8	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Thorpe	7 51	11 20	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Barnwell	7 53	11 24	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Oundle	7 57	11 28	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Elton	8 13	11 40	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Wansford	8 18	11 45	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Stamford	8 28	11 57	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Castor	9 28	12 57	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Overton	8 29	11 57	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Peterborough	8 32	12 3	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Peterb. to Birmin. and London.	8 45	12 15	11 5	1 8	2 2	2 55	5 20	6 30	8 15	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10
Mile from London.	UP TRAINS.														Sundays			
	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	aft.	aft.	aft.	aft.
Peterborough dep.	12 15	6 25	8 30	10 30	11 0	12 30	2 0	4 0	5 30	9 0	10 30	11 40	12 30	1 0	2 0	3 0	4 0	5 0
Overton arrival	12 15	6 25	8 30	10 30	11 0	12 30	2 0	4 0	5 30	9 0	10 30	11 40	12 30	1 0	2 0	3 0	4 0	5 0
Castor	12 15	6 25	8 30	10 30	11 0	12 30	2 0	4 0	5 30	9 0	10 30	11 40	12 30	1 0	2 0	3 0	4 0	5 0
Stamford	12 30	6 40	8 45	10 45	11 10	12 40	2 10	4 10	5 40	9 10	10 40	11 50	12 40	1 10	2 10	3 10	4 10	5 10
Wansford	12 30	6 40	8 45	10 45	11 10	12 40	2 10	4 10	5 40	9 10	10 40	11 50	12 40	1 10	2 10	3 10	4 10	5 10
Elton	12 30	6 40	8 45	10 45	11 10	12 40	2 10	4 10	5 40	9 10	10 40	11 50	12 40	1 10	2 10	3 10	4 10	5 10
Oundle	12 45	6 58	9 3	11 0	11 10	12 50	2 20	4 20	5 50	9 20	10 50	12 00	12 50	1 20	2 20	3 20	4 20	5 20
Barnwell	12 45	6 58	9 3	11 0	11 10	12 50	2 20	4 20	5 50	9 20	10 50	12 00	12 50	1 20	2 20	3 20	4 20	5 20
Thorpe	12 45	6 58	9 3	11 0	11 10	12 50	2 20	4 20	5 50	9 20	10 50	12 00	12 50	1 20	2 20	3 20	4 20	5 20
Thrapston	1 5	7 17	9 25	11 20	11 30	13 00	2 30	4 30	6 00	9 30	11 00	12 10	1 00	2 10	3 10	4 10	5 10	6 10
Ringstead	1 5	7 17	9 25	11 20	11 30	13 00	2 30	4 30	6 00	9 30	11 00	12 10	1 00	2 10	3 10	4 10	5 10	6 10
Higham Ferrars	1 15	7 20	9 28	11 20	11 30	13 00	2 30	4 30	6 00	9 30	11 00	12 10	1 00	2 10	3 10	4 10	5 10	6 10
Ditchford	1 15	7 30	9 37	11 30	11 40	13 10	2 40	4 40	6 10	9 40	11 10	12 20	1 10	2 20	3 20	4 20	5 20	6 20
Wellington	1 25	7 46	9 51	11 40	11 50	13 20	2 50	4 50	6 20	9 50	11 20	12 30	1 20	2 30	3 30	4 30	5 30	6 30
Castle Ashby (White Mill)	1 25	7 46	9 51	11 40	11 50	13 20	2 50	4 50	6 20	9 50	11 20	12 30	1 20	2 30	3 30	4 30	5 30	6 30
Billing Road	1 25	7 46	9 51	11 40	11 50	13 20	2 50	4 50	6 20	9 50	11 20	12 30	1 20	2 30	3 30	4 30	5 30	6 30
Northampton	1 48	7 15	9 39	11 45	11 55	13 25	3 14	5 14	6 44	10 14	11 44	12 54	1 44	2 54	3 54	4 54	5 54	6 54
Blisworth	2 57	8 30	10 50	12 55	13 05	14 35	4 24	6 24	7 54	11 24	12 54	1 04	2 14	3 14	4 14	5 14	6 14	7 14
Birmingham	2 57	8 30	10 50	12 55	13 05	14 35	4 24	6 24	7 54	11 24	12 54	1 04	2 14	3 14	4 14	5 14	6 14	7 14
London	4 50	10 10	12 45	14 50	15 00	16 30	5 19	7 19	8 49	12 19	1 00	2 10	3 10	4 10	5 10	6 10	7 10	8 10

Extra on Sundays.—Northampton to London at 10.40 morn.; to Birmingham at 9.55 morn. and 10.5 aft.  
All the Trains between Northampton and Peterborough are Mixed.  
\* Mail Trains.

## WARWICK AND LEAMINGTON BRANCH.—London and North Western.

Mile from London.	Sundays.														Sundays.			
	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	aft.	aft.	aft.	aft.
Leamington to Ldn. & B.	8 59	10 10	10 30	12 25	2 15	4 0	5 45	7 5	8 40	9 10	10 30	11 40	12 30	1 0	2 0	3 0	4 0	5 0
*Leamington dep.	8 59	10 10	10 30	12 25	2 15	4 0	5 45	7 5	8 40	9 10	10 30	11 40	12 30	1 0	2 0	3 0	4 0	5 0
Kenilworth, arr.	8 15	9 25	10 40	12 35	2 25	4 10	5 55	7 15	8 50	9 20	10 40	11 50	12 40	1 10	2 10	3 10	4 10	5 10
Coventry	8 30	9 35	10 55	12 50	2 40	4 25	6 10	7 30	9 5	9 35	10 55	12 00	12 50	1 20	2 20	3 20	4 20	5 20
Rugby	9 40	10 10	11 30	1 40	5 10	6 50	7 58	9 10	10 30	11 40	12 50	1 00	2 10	3 10	4 10	5 10	6 10	7 10
London	12 45	1 0	3 0	5 30	8 30	10 10	11 40	13 10	14 40	16 10	17 40	19 10	20 40	22 10	23 40	25 10	26 40	28 10
Birmingham	9 50	10 30	11 40	1 30	3 45	5 10	6 40	8 10	9 40	11 10	12 40	14 10	15 40	17 10	18 40	20 10	21 40	23 10

Fares.—London to Leamington, 1st class 19s., 2nd class 13s. 6d., 3rd class 8s. 7d., Exp. 23s. 6d.  
† 1st and 2nd class to Coventry, and 1st class from Coventry to Birmingham.

## BEDFORD AND BLETCHLEY.—16½ Miles.—London and North Western.

From Bedford	Week Days.														Sundays.			
	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	aft.	aft.	aft.	aft.
Bedford dep.	7 0	9 45	11 45	5 55	7 30	9 15	11 0	12 30	2 0	3 45	5 30	7 15	9 0	10 30	11 40	12 30	1 0	2 0
Amphill	7 13	9 57	12 0	6 10	7 45	9 30	11 15	13 0	2 15	4 0	5 45	7 30	9 15	11 0	12 10	1 0	2 10	3 0
Lidlington	7 14	10 12	12 16	6 11	7 46	9 31	11 16	13 1	2 16	4 1	5 56	7 41	9 26	11 11	12 21	1 1	2 11	3 1
Ridgmont	7 16	10 14	12 18	6 13	7 48	9 33	11 18	13 3	2 18	4 3	6 0	7 45	9 30	11 20	12 30	1 2	2 20	3 2
Woburn Sands	7 30	10 10	12 20	6 30	8 2	10 10	11 20	13 10	2 30	4 20	6 10	8 0	9 50	11 40	12 50	1 3	2 30	3 3
FRNNY STAFFORD.	7 39	10 12	12 28	6 38	8 9	10 17	11 27	13 17	2 39	4 29	6 19	8 9	9 59	11 49	12 59	1 4	2 39	3 4
BLETCHLEY	7 46	10 20	12 35	6 45	8 15	10 23	11 33	13 23	2 46	4 36	6 26	8 16	10 0	11 50	13 0	1 5	2 45	3 5
LONDON	10 10	12 0	3 0	8 30	10 20	12 10	14 0	15 50	17 40	19 30	21 20	23 10	25 0	26 50	28 40	30 30	32 20	34 10
RUGBY	9 35	11 25	1 25	8 50	10 40	12 30	14 20	16 10	18 0	19 50	21 40	23 30	25 20	27 10	29 0	30 50	32 40	34 30

For Trains from Rugby to Leicester, Nottingham, Derby, Sheffield, Barnsley, and Leeds, see page 56.  
For Trains from Rugby to Tamworth, Lichfield, Stafford, Liverpool and Manchester, see page 30.

## CHESTER AND CREWE BRANCH.—London and North Western.

From Chester		WEEK DAYS.														SUNDAYS.		WEEK DAYS.														SUNDAYS.	
		STATIONS.		Mail m.m.	1, 2, 3 class. m.m.	1 & 2 class. m.m.	1 & 2 class. m.m.	1 & 2 class. m.m.	Ex- press. aft.	1, 2, 3 class. aft.	Mail. aft.	Mail. m.m.	Mail. aft.	STATIONS.	Mail. m.m.	1, 2, 3 class. m.m.	1 & 2 class. m.m.	1 & 2 class. noon	1 & 2 class. aft.	1, 2, 3 class. aft.	Ex- press. aft.	Mail. m.m.	1 & 2 class. m.m.										
Mls		Birkenhead	6.30	7.30	8.30	10.50	12.15	4.30	4.30	8.30	6.30	9.35	Birmingham	12.20	6.30	9.45	10.0	12.15	12.45	4.30	7.35	12.20	1.0										
7		CHES. CEN.		7.30	9.45	11.50	1.40	5.15	5.30	9.35	6.30	9.35	Manchester	2.55	7.30	10.45	12.15	1.15	1.50	3.25	7.10	9.21	3.25										
3		Waverton.		7.36		11.56	1.45		5.39				CREWE		9.27	10.50	12.43			7.19													
10 1/2		Tattenhall.		7.44	10.10	12.7	2.0		6.11				Nantwich.		9.39		12.57			7.30													
13 1/2		Beeston.	6.50	7.54	10.10	12.20	2.8		6.15	10.0	6.50	10.0	Calveley					1.5	2.20	3.35	7.39	3.16	3.35										
17		Calveley.		8.9	10.18	12.38	3.15		6.28				Berston.	3.16	9.48	11.8	1.5																
20 1/2		Nantwich.		8.9					6.30				Tattenhall.		9.57		1.20				7.43												
25		Manchester	7.15	8.22	10.35	12.50	2.40	6.5	6.35	10.20	7.15	10.20	Waverton.		10.9		1.28				7.48												
		Birmingham		10.30	12.50		4.45		8.25				CHESTER.	3.45	11.0	11.30	1.35	2.45	4.15	8.10	3.45	4.15											
				1.35	12.45	3.30	5.10	8.10	10.20	1.0	9.48	1.0	Birkenhead	6.45	11.15	12.45	2.45		5.10	9.30		5.15											
Birmingham to Chester see 60 - 65 - 18. ad.																																	



Sec. R. Perrin.

**(MANCHESTER, CHESTER & BIRMINGHAM)**—L. & N. Western.

Goods Man., S. Salt.

Res. Eng. and Supt., H. Woodhouse.

Miles.		Sundays.										Fares.		
		1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>Chester &amp; Crewe to Manchester.</b>	1&2 mail	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class
	<b>London..... dep.</b>	8 45	..	..	..	6 15	10	..	..	..	..	..	..	..
	<b>Birmingham.....</b>	12 20	..	6 1	..	10 0	12 45	..	..	..	..	..	..	..
	<b>Chester departure</b>	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn
	<b>Crewe.. departure</b>	2 53	7 0	8 52	10 50	12 35	3 23	..	6 45	9 25	..	..	..	..
	<b>Sandbach</b>	3 8	7 15	9 21	11 0	12 45	3 35	..	7 0	..	..	..	..	..
	<b>Hills Chpl. (Cong)</b>	3 18	7 25	9 31	11 10	12 58	3 45	..	7 10	..	..	..	..	..
	<b>Chelfrd (Knutsfrd)</b>	3 30	7 42	9 48	11 25	1 11	3 54	4 45	7 25	9 47	8 45	..	..	..
	<b>Alderley [ &amp; Nwich</b>	..	7 52	9 57	11 35	..	4 5	4 53	7 35	..	8 55	..	..	..
	<b>Wilmslow</b>	..	7 59	9 46	11 43	..	4 5	4 59	7 43	..	9 0	..	..	..
	<b>Handforth</b>	..	8 4	9 52	11 50	..	..	5 7	7 59	..	9 5	..	..	..
	<b>Cheadle</b>	..	8 12	9 58	11 56	..	..	5 10	7 56	..	9 10	..	..	..
	<b>Stockport</b>	3 56	8 20	10 12	12 5	1 32	4 27	5 17	8 5	..	9 20	..	..	..
	<b>Heaton Norris</b>	..	8 23	10 12	12 8	..	..	5 20	8 8	..	9 23	..	..	..
	<b>Levenshulme</b>	..	8 30	10 16	12 15	..	..	5 26	8 15	..	9 30	..	..	..
	<b>Longsight</b>	..	8 35	10 21	12 20	..	..	5 31	8 20	..	9 35	..	..	..
	<b>Manchester.. arr</b>	4 11	8 45	10 30	12 30	1 50	4 45	5 40	8 30	10 20	9 45	..	..	..
	<b>Loc. Eng., J. Ramsbottom.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>Manchester to Chester &amp; Crewe</b>	1&2 mail	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class	1&2 1 class
	<b>London Road Station</b>	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn
	<b>Longsight</b>	6 15	7 30	9 45	11 40	1 15	3 30	5 20	5 30	7 12	8 55	..	..	..
	<b>Levenshulme</b>	..	7 37	..	..	..	3 37	5 37	7 12	..	..	..	..	..
	<b>Heaton Norris</b>	..	7 42	..	..	..	3 42	5 42	7 17	..	..	..	..	..
	<b>Stockport</b>	6 24	7 50	10 11	11 55	1 27	3 50	5 50	7 25	9 8	..	..	..	..
	<b>Cheadle</b>	..	7 59	..	..	..	4 0	6 0	7 35	..	..	..	..	..
	<b>Handforth</b>	..	8 5	..	..	..	4 5	6 5	7 40	..	..	..	..	..
	<b>Wilmslow</b>	..	8 11	..	..	..	4 10	6 10	7 45	..	..	..	..	..
	<b>Alderley [ &amp; Nwich</b>	..	8 19	10 15	12 11	1 52	4 15	6 15	7 50	..	..	..	..	..
	<b>Chelfrd .. (Knutsfrd)</b>	6 44	8 31	10 15	12 20	2 25	5 46	6 25	8 0	9 33	..	..	..	..
	<b>Holmes Chapel (Cong)</b>	6 58	8 46	..	12 35	2 15	..	6 40	..	9 6	..	..	..	..
	<b>Sandbach</b>	7 8	9 0	..	12 45	2 25	..	6 50	..	10 7	..	..	..	..
	<b>Crewe</b>	7 25	9 15	10 43	12 57	2 40	..	6 15	7 5	10 17	..	..	..	..
	<b>Chester.. arrival</b>	..	10 20	11 30	2 45	4 15	..	..	8 10	..	..	..	..	..
	<b>Birmingham</b>	9 40	1 35	12 45	3 30	5 10	..	8 10	10 20	..	1 0	..	..	..
	<b>London</b>	1 07	0 4	0 7	3 10	10 0	..	11 0	..	..	4 50	..	..	..
	<b>Fares.</b>	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	1st	2nd	3rd
	<b>1, 2, 3 class to Chelfrd.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>1, 2, 3 class to and from Chester.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>1 and 2 from Birmingham.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>1 and 2 from Crewe.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>1 and 2 from Birmingham.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3

**Trains in conjunction with Coaches & Omnibuses to & from Leek, Knutsford, Northwich, &c.**

Week Day	From Manchester to Leek (Macclesfield Station).		From Leek by coach to Macclesfield Station.		From Manchester to Knutsford (Chelfrd Station).		From Knutsford by omnibus to Chelfrd Station.		From Manchester to Northwich (Chelfrd Station).		From Northwich by coach to Chelfrd Station.	
	From Manchester	To Leek	From Leek	To Manchester	From Manchester	To Knutsford	From Knutsford	To Manchester	From Manchester	To Northwich	From Northwich	To Manchester
<b>Sundays</b>	8 50 a.m. 1, 2, 3	4 50 a.m. 1, 2, 3	6 40 a.m. 1, 2, 3	3 30 a.m. 1, 2, 3	7 30 a.m. 1, 2, 3	1 15 a.m. 1, 2, 3	3 50 a.m. 1, 2, 3	5 30 a.m. 1, 2, 3	7 30 a.m. 1, 2, 3	9 30 a.m. 1, 2, 3	11 30 a.m. 1, 2, 3	1 30 p.m. 1, 2, 3
<b>Fares</b>	1st cl. 5/6—2nd 4/3—3rd 3/0.	1st cl. 3/6—2nd 2/0—3rd 1/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.	1st cl. 5/0—2nd 3/0—3rd 2/6.

**LIVERPOOL, CROSBY, AND SOUTHPORT.**

Sec. R. S. Mansell.

**Waterloo, (near Liverpool), to Southport.**—Week Days at 10 & 11 a.m., 1 30, 5 50 & 7 45 a.m. Sundays, at 9 50 a.m., 7 & 7 45 a.m.

**Southport to Waterloo.**—Week Days at 8 30 & 11 a.m., 12 20, 2 30, 6 25, and 7 45 a.m. Sundays, at 9 a.m. and 6 45 a.m.

**FARES.** From Liverpool to Southport, 1st class 3s., 2nd 2s. 6d., 3rd 1s. Double Tickets, 5s. and 4s.

**Omnibuses.**—First class passengers only can be booked at the Angel Coach Office, Dale-street, Liverpool; but Omnibuses are in attendance to carry passengers to and from Waterloo, by all the trains. They leave Dale-street three-quarters of an hour prior to the departure of each train. Two-wheeled Carriages, 5s. each; four-wheeled ditto, 7s.; horses, 4s. each; dogs, 6d. each.

Passengers of all classes are booked through to Southport at the Company's Offices, corner of Dale Street, and North John Street, Liverpool; and Tickets are also issued at Southport Station for the Omnibus from Waterloo to Liverpool.

The Admiralty Steamers run in connexion with the Mail trains.

**CHESTER & HOLYHEAD.**

J. O. Binger, Superintendent.

W. M. Comber, Goods Manager.

Sunday.

Miles.	Stations.	Sundays.										Fares.		
		1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>KINGSTOWN... dep.</b>	8 45	..	..	..	6 15	10	..	..	..	..	..	..	..
	<b>HOLYHEAD... dep.</b>	12 20	..	6 1	..	10 0	12 45	..	..	..	..	..	..	..
	<b>Lyceum... dep.</b>	8 45	..	..	..	6 15	10	..	..	..	..	..	..	..
	<b>Garraun... dep.</b>	9 45	..	..	..	7 15	11	..	..	..	..	..	..	..
	<b>BANGOR... dep.</b>	10 45	..	..	..	8 15	12	..	..	..	..	..	..	..
	<b>Aber... dep.</b>	11 45	..	..	..	9 15	13	..	..	..	..	..	..	..
	<b>CONWAY... dep.</b>	12 45	..	..	..	10 15	14	..	..	..	..	..	..	..
	<b>Abercree... dep.</b>	1 45	..	..	..	11 15	15	..	..	..	..	..	..	..
	<b>RHYL... dep.</b>	2 45	..	..	..	12 15	16	..	..	..	..	..	..	..
	<b>Prestatyn... dep.</b>	3 45	..	..	..	1 15	17	..	..	..	..	..	..	..
	<b>Mostyn... dep.</b>	4 45	..	..	..	2 15	18	..	..	..	..	..	..	..
	<b>HOLYWELL... dep.</b>	5 45	..	..	..	3 15	19	..	..	..	..	..	..	..
	<b>Baginbun... dep.</b>	6 45	..	..	..	4 15	20	..	..	..	..	..	..	..
	<b>Queen's Ferry... dep.</b>	7 45	..	..	..	5 15	21	..	..	..	..	..	..	..
	<b>CHESTER... dep.</b>	8 45	..	..	..	6 15	22	..	..	..	..	..	..	..
	<b>Do. d. for SHREWS.</b>	9 45	..	..	..	7 15	23	..	..	..	..	..	..	..
	<b>LIVERPOOL... dep.</b>	10 45	..	..	..	8 15	24	..	..	..	..	..	..	..
	<b>MANCHESTER... dep.</b>	11 45	..	..	..	9 15	25	..	..	..	..	..	..	..
	<b>BIRMINGHAM... dep.</b>	12 45	..	..	..	10 15	26	..	..	..	..	..	..	..
	<b>LONDON... dep.</b>	1 45	..	..	..	11 15	27	..	..	..	..	..	..	..
	<b>FARES.</b>	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	1st	2nd	3rd
	<b>1, 2, 3 class to Chelfrd.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>1, 2, 3 class to and from Chester.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>1 and 2 from Birmingham.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>1 and 2 from Crewe.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3
	<b>1 and 2 from Birmingham.</b>	1	2	3	4	5	6	7	8	9	10	1	2	3

ALTERATIONS ARE EXPECTED ABOUT THE MIDDLE OF THE MONTH.



**STOKE AND COLWICH.**—North Staffordshire

[illegible]



Engl. R. S. Norris  
Warrington.

# LIVERPOOL & MANCHESTER.—London and North Western.

Manager of Goods,  
B. Poole, Liverpool.

Mls.	LIVERPL. to MANCHESTER	Sunday Trains.												Mls.	MANCHESTER to LIVERPL.
		1,2,3 class	1,2,3 class	1,2,3 class	Exp.	1,2,3 class	1,2,3 class	Exp.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		
—	LEAVE	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	—	ARRIVE
34	Broad Green	7 0	7 15	7 50	9 0	10 0	10 40	11 45	12 30	1 20	2 0	3 0	4 30	5 15	6 15
54	Roby	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36
54	Huyton	7 15	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36	7 36
64	Huyton Quarry	7 42	7 42	7 42	7 42	7 42	7 42	7 42	7 42	7 42	7 42	7 42	7 42	7 42	7 42
94	Rainhill	7 24	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50
104	Lea Green	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54
114	St. Helens Junc.	7 32	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0
134	Collins Green	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6
144	Warrington Junc.	7 41	8 10	8 10	8 10	8 10	8 10	8 10	8 10	8 10	8 10	8 10	8 10	8 10	8 10
154	Newton	7 44	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14
164	Preston Junction	7 44	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14	8 14
184	Parkside	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
194	Kenyon Junction	7 48	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29
204	Bury Lane	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29
234	Astley	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29
264	Barton Moss	8 38	8 38	8 38	8 38	8 38	8 38	8 38	8 38	8 38	8 38	8 38	8 38	8 38	8 38
294	Patricroft	8 46	8 46	8 46	8 46	8 46	8 46	8 46	8 46	8 46	8 46	8 46	8 46	8 46	8 46
274	Eccles	8 50	8 50	8 50	8 50	8 50	8 50	8 50	8 50	8 50	8 50	8 50	8 50	8 50	8 50
284	Weaste Lane	8 54	8 54	8 54	8 54	8 54	8 54	8 54	8 54	8 54	8 54	8 54	8 54	8 54	8 54
294	Cross Lane	8 5	8 5	8 5	8 5	8 5	8 5	8 5	8 5	8 5	8 5	8 5	8 5	8 5	8 5
314	Manchester	8 15	9 10	9 35	10 6	11 15	12 30	12 45	2 25	3 0	3 10	4 30	5 40	7 40	8 15
81	Bradford arrival	..	..	..	..	..	..	..	..	..	..	..	..	..	..
824	Leeds via Manch	..	..	..	..	..	..	..	..	..	..	..	..	..	..
107	York arrival	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1304	Hull	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1044	Doncaster	..	..	..	..	..	..	..	..	..	..	..	..	..	..
724	Sheffield	..	..	..	..	..	..	..	..	..	..	..	..	..	..
114	Derby	..	..	..	..	..	..	..	..	..	..	..	..	..	..

FARES From LIVERPOOL.				FARES From LIVERPOOL.				FARES From MANCHESTER.				FARES From MANCHESTER.			
1st	2nd	3rd	class	1st	2nd	3rd	class	1st	2nd	3rd	class	1st	2nd	3rd	class
Broad Green	0 8	0 6	0 3	Parkside	3 2	2 0	1 4	Cross Lane	0 8	0 6	0 3	Warrington Junction	3 0	2 0	1 4
Roby	1 0	0 9	0 5	Kenyon Junction	3 2	2 0	1 4	Weaste Lane	0 8	0 6	0 3	Collins Green	3 0	2 0	1 4
Huyton	1 0	0 9	0 5	Bury Lane	3 2	2 0	1 4	Eccles	0 8	0 6	0 3	St. Helens Junction	3 2	2 0	1 4
Huyton Quarry	1 0	0 9	0 5	Astley	3 2	2 0	1 4	Patricroft	1 0	0 9	0 5	Lea Green	3 2	2 0	1 4
Rainhill	1 0	0 9	0 5	Barton Moss	3 2	2 0	1 4	Barton Moss	1 0	0 9	0 5	Rainhill	3 2	2 0	1 4
Lea Green	2 0	1 0	0 6	Patricroft	4 0	3 0	2 0	Astley	1 0	0 9	0 5	Huyton Quarry	4 0	3 0	2 0
St. Helens Junc.	2 0	1 0	0 6	Eccles	4 0	3 0	2 0	Bury Lane	2 0	1 0	0 6	Kenyon Junction	4 0	3 0	2 0
Collins Green	2 0	1 0	0 6	Weaste Lane	4 0	3 0	2 0	Kenyon Junction	2 0	1 0	0 6	Roby	4 0	3 0	2 0
Warrington Junction	2 0	1 0	0 6	Cross Lane	5 0	4 0	3 0	Preston Junction	2 0	1 0	0 6	Broad Green	4 0	3 0	2 0
NEWTON	2 0	1 0	0 6	MANCHESTER	5 0	4 0	3 0	NEWTON	2 0	1 0	0 6	LIVERPOOL	4 0	3 0	2 0
Preston Junction	3 0	2 0	1 4												

G. Palmer, Supt., L'pool.

# LIVERPOOL & MANCHESTER.—London and North Western.

Edw. Noden, Goods Manager.

Mls.	Manchester to Liverpool.	Sunday Trains.												Mls.	Liverpool to Manchester.
		1,2,3 class	1,2,3 class	1,2,3 class	Exp.	1,2,3 class	1,2,3 class	Exp.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		
—	From Victoria Sta.	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	—	ARRIVE
12	Manchester	3 30	7 20	7 35	8 0	9 15	10 15	10 50	11 30	12 30	1 30	2 15	3 10	4 05	5 10
3	Cross-lane	7 25	7 41	7 41	7 41	7 41	7 41	7 41	7 41	7 41	7 41	7 41	7 41	7 41	7 41
3	Weaste Lane	7 45	7 45	7 45	7 45	7 45	7 45	7 45	7 45	7 45	7 45	7 45	7 45	7 45	7 45
72	Eccles	7 49	7 49	7 49	7 49	7 49	7 49	7 49	7 49	7 49	7 49	7 49	7 49	7 49	7 49
84	Patricroft	7 32	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54	7 54
104	Barton Moss	8 2	8 2	8 2	8 2	8 2	8 2	8 2	8 2	8 2	8 2	8 2	8 2	8 2	8 2
122	Astley	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6	8 6
130	Bury Lane	8 12	8 12	8 12	8 12	8 12	8 12	8 12	8 12	8 12	8 12	8 12	8 12	8 12	8 12
154	Kenyon Junction	7 51	8 18	8 18	8 18	8 18	8 18	8 18	8 18	8 18	8 18	8 18	8 18	8 18	8 18
164	Parkside	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
152	Preston Junction	6 9	7 59	8 28	8 44	9 47	10 50	11 50	1 23	2 40	3 56	5 27	7 9	8 28	9 59
164	Warrington Junc.	8 32	8 32	8 32	8 32	8 32	8 32	8 32	8 32	8 32	8 32	8 32	8 32	8 32	8 32
194	Collins Green	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36
214	St. Helens Junc.	8 11	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42
234	Lea Green	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48
224	Rainhill	8 19	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52
254	Huyton Quarry	8 26	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59
264	Huyton	8 26	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59
284	Roby	8 26	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59
314	Broad Green	8 26	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59
314	Liverpool	6 44	8 40	9 25	9 30	10 25	11 40	12 35	1 30	2 20	3 10	4 15	5 10	6 10	7 10

EXTRA.—On Week-days, from Newton Junction to Liverpool at 10 2 morn., from Newton to Liverpool at 6 9 morn., not stopping.

N.B.—Passengers by the first class trains may take a ticket, entitling them to be conveyed to Liverpool or Manchester and back the same day, for 10s. Children UNDER Ten Years, Half Price; in the Arms, UNDER Four Years, Free.

N.B.—By the Trains marked N. U., being especially North Union Trains, the Passengers for Manchester or Liverpool will be detained unavoidably at Preston Junction till the arrival of the trains from Preston. These trains will not stop at Stations on the Liverpool and Manchester line, except to take up or set down passengers to or from the north.

FARES.—Horses and Carriages, between Liverpool and Manchester, for 1 horse 8s.; 2 horses 16s.; 3 horses 24s.; 2-wheeled carriage, 15s.; 4-wheeled carriage 20s.

SOUTHPORT.—Passengers and Parcels may be booked through to Southport at the Company's Offices Market-street, and Victoria Station, Manchester, per 12½ aft. train, (Sundays excepted)—FARES, Inside 8s. 6d., Outside 5s. 6d.

From Warrington to Manchester.

At 7 50 and 10 7 morn., 3½, 4 5, and 8 aft.

On SUNDAYS, 8 40 morn.; 1 25, and 4 5 aft.

Stopping at Newton, Kenyon, and Ordsall Lane.

From Manchester to Warrington.—At 7 20 and 9½ morn., \*1,

\*3 10, 5 and \*7 aft. On SUNDAYS, at 8 10 and 11½ morn., & 7 aft.

\* Stopping at Ordsall Lane, Kenyon, and Newton.

From Manchester to Patricroft.

At 8, 9, 10½, and 11½ morn.; 1½, 3½, 5, 6, 7, 8, and 9 aft.

On SUNDAYS, 4, 5, 6½, 7½, 8½, and 9½ aft.

From Patricroft to Manchester.

At 7½, 8½, 9½, and 11 morn.; 12½, 2½, 4½, 5½, 6½, 7½, 8½, and 9½ aft.

On SUNDAYS, 4½, 5½, 7, 8, 9, and 10 aft. FARES.—To or from

Patricroft and Eccles, 1st class, 6d.; 2nd and 3rd class, 4d.



**NORTH WESTERN.**—Morecambe Branch.—Secretary, W. Wheldon  
From Lancaster to Darlington.

From Poulton-le-Sands—8, 9, 10 and 11 morn.; 12 noon, 1, 2, 3, 4, 6 and 8 aft. SUNDAYS, 2, 3, 5 and 6 aft.  
3½, 4½, 5½, and 8 aft. SUNDAYS, 2½, 4½, 6 and 8 aft.  
Fares.—First class, 6d.; Second class, 4d.; Third class, 4d.

PRESTON AND LONGRIDGE RAILWAY.

**Longridge**—From Preston to Longridge 6d.; Return Tickets 9d.  
**Fares**—From Preston to Longridge 6d.; Return Tickets 9d.  
**Longridge**—From Longridge to Preston 9 a.m.; 3 & 6 p.m. On SUNDAYS, 8 a.m.; 2 and 5 p.m.  
**Longridge**—From Longridge to Preston 9 a.m.; 3 & 6 p.m. On SUNDAYS, 8 a.m.; 2 and 5 p.m.

\* In connexion with trains to and from London.

From Parkside		Down Trains Liverpool & Manchester to Preston, &c.	Week Days.												Sundays.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Agent, H. Bradshaw.

Mls. frim Bolton.		Week Days.								Sunday.		Fares.		
to Liverpool, London, &c.		1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1st class.	2nd class.	3rd class.	
—	<b>Bolton....dep</b>	7	mn	mn	mn	mn	aft	aft	aft	4	mn	aft	s. d.	
14	Daubhill arriva	7	15	9	10	10	15	12	46	3	10	4	25	
3	Chequerbent....	7	18	9	13	..	12	43	3	13	4	43	6	
4	Atherton .....	7	24	..	10	24	12	49	3	19	4	49	6	
4	Leigh .....	7	36	9	23	10	55	23	55	5	55	42	8	
9	Bradshaw Leach	7	36	9	29	10	36	1	3	31	5	16	48	
9	Kenyon .....	7	40	..	5	..	5	5	5	5	5	5	5	
12	Parkside .....	7	45	9	35	10	42	1	1	1	1	1	1	
12	<b>Newton....</b>	7	59	9	47	10	50	1	19	3	52	..	..	
13	<b>St. Helens</b> ..	8	20	..	11	16	..	14	40	2	20	..	..	
13	<b>Liverpool</b> ..	8	40	10	25	11	40	2	20	4	5	10	10	
23	<b>Warrington</b> ..	8	30	10	5	11	55	1	4	15	..	..	..	
23	<b>Birmingham</b> ..	8	35	12	45	3	30	1	50	8	10	15	8	
200	London arrival	7	0	42	0	7	30	10	4	11	30	4	16	

Mls. frim L'pool.		Week Days.								Sunday.		Fares.		
to London, Liverpool, &c. to Bolton.		1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1st class.	2nd class.	3rd class.	
—	<b>London....dep</b>	..	..	..	..	..	..	..	..	..	..	..	..	
1	Birmingham	..	..	6	15	..	..	6	15	10	2	45	0	
1	Warrington	7	50	9	30	..	3	15	4	5	8	40	4	
1	Liverpool ....	7	0	9	0	10	12	30	4	4	30	8	40	
1	<b>St. Helens</b> ...	..	..	10	25	1	0	3	25	..	..	..	..	
153	<b>Newton</b> .....	7	44	9	30	10	46	1	13	3	44	5	2	
164	Parkside .....	..	..	..	..	..	..	..	..	..	..	..	..	
183	<b>Kenyon</b> .....	7	55	9	40	10	55	1	13	3	57	5	11	
201	Bradshaw Leach	7	59	..	10	58	1	13	4	4	9	5	17	
214	Leigh .....	8	2	9	46	11	2	1	42	4	3	5	17	
23	Atherton .....	8	8	9	52	11	8	1	45	4	9	5	28	
23	Chequerbent	5	14	9	58	11	14	1	54	4	20	5	28	
27	Daubhill .....	8	20	..	11	20	2	0	4	20	5	52	7	
27	<b>Bolton</b> .. arrival	8	25	10	5	11	25	2	5	4	25	5	55	

to Birmingham, 21s.; London, 45s.  
Third class passengers are conveyed  
between Bolton and Kenyon by free train.

From Atherton to Manchester, at 7 $\frac{1}{2}$ , 9 23, & 10 $\frac{1}{2}$  a.m.; 12 55, 3 25 (4 55, 1st class only), and 6 42 p.m.; on Sundays, at 8 57 a.m. and 6 42 p.m. From Manchester to Atherton at 7 20, 9 15, & 10 $\frac{1}{2}$  a.m., 12 $\frac{1}{2}$ , 1 30, & 6 30 p.m. On Sundays at 8 40 a.m. & 6 25 p.m. Fares each way, 2s. 6d., 1s. 6d., 1s. Day Tickets, First Class, 4s.

Manchester to St. Helens, at \*7 20, \*†4, & \*10<sup>1</sup> morn.; \*12<sup>1</sup> 1<sup>1</sup>, 3 10, \*6 35, & 7 25 aft.  
Sundays, \*8 10 & \*8 40 morn.; \*5 25 & \*6 25 aft.

\* Third class.

FARES.—From St. Helens to Liverpool, 2s., 1s. 6d., 1s.; to Manchester, 3s. 6d., 2s. 6d., 1s. 9d.; to Bolton, 3s. 3d., 1s. 9d.; to Wigan, 2s., 1s. 6d., 1s. 2d.; to Preston, 5s., 3s. 6d., 2s. 5d.; to Runcorn Gap, 7d.—return ticket, 1s.

St. Helens.—BOLTON, PRESTON, AND WIGAN

**Week Days**

Sunday.

[illegible]

Bolton,  $\frac{7}{4}$ , 103, 1, 0 20, 2  
Wigan and Preston,  $*7\frac{3}{4}$ , 10 50, 1, 3 25, & 7\*30 ..

Warrington, 8\*40, 11\*5, \*2 30, & \*5 30 ..

[illegible]

Sundays, \*8 10 & \*8 40 morn.; \*6 & 8 aft.

enter to St. Helens, at \*720, +94, & \*104 morn.; \*124, 1

[illegible]

to Tivernool, 2s. 1s. 6d., 1s.; to Manchester, 3s. 6d.

Wigan, 28, A.S. 6d., 13. 2d.; to Preston, 28, 10. 0d.; to

to Birmingham, 21s.; London class passengers

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	14	Mls. fr.
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	283	—
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100



From Shrewsbury		DOWN.		Week Days.						Sundays.			Fares from Shrewsbury.						Miles.		
		Shrewsbury to Chester, &c.		1st class	1 & 2 class	2 class	3 class	4 class	5 class	6 class	1st class	2nd class	3rd class	1st class	2nd class	gov. 3rd class	Day Tickets	1 class			2 class
Miles.				morn	aft.	morn	aft.	morn	aft.	morn	aft.	morn	aft.	morn	aft.	morn	aft.	morn	aft.		
37 1/2		Shrewsbury dep.		3 35	7 15	9 35	11 25	3 5	6 0	7 5	..	6 20	..	0 10	0 80	4	..	..	..		
38 1/2		Leaton		..	..	9 44	11 34	..	6 10	7 15	..	6 25	..	..	..	..	..	..	..		
13 1/2		Baschurch		4 5	7 25	9 53	11 43	3 23	6 20	7 25	..	6 35	1 8	1 40	0 7 1/2	2	6	2	0		
16 1/2		Rednal		4 25	7 37	10 1	11 53	3 37	6 34	7 29	..	6 49	2 10	2 21	1	..	..	..	..		
18 1/2		Whittington		4 39	7 45	10 11	11 2	3 43	6 43	7 48	..	7 0	3 5	2 81	4	5	24	0	0		
20 1/2		Gobowen		4 48	7 50	10 17	11 7	3 50	6 50	7 55	..	7 5	3 11	3 01	6	6	34	6	6		
20 1/2		Oswestry arr.		..	8 5	10 32	11 22	4 57	5	8 10	..	7 20	4 2	3 01	6	6	34	6	6		
193		Presgwyn		4 56	..	10 23	11 13	..	6 56	8 1	3 11	7 11	4 4	3 31	8	..	..	..	..		
203		Chirk		5 4	7 57	10 28	11 18	3 58	7 1	8 6	3 16	7 16	4 7	3 61	9	..	..	..	..		
223		Llangollen Road		5 12	8 3	10 33	11 23	4 7	7	8 12	3 22	7 22	4 11	3 81	10 1/2	7	6	5	6		
233		Rhosymedre		5 19	..	10 38	11 29	..	7 12	8 17	3 27	7 27	5 2	3 10	11 1/2	..	..	..	..		
243		Rhuabon		5 34	8 10	10 44	11 35	4 13	7 19	8 24	3 34	7 34	5 4	4 22	14	..	..	..	..		
27		Rhos		5 43	..	10 51	11 42	..	7 26	8 30	3 40	7 40	5 10	4 52	34	..	..	..	..		
30		Wrexham		6 1	8 20	10 59	11 53	4 26	7 35	8 39	3 49	7 49	6 5	4 10	6 2	9	6	7	6		
34 1/2		Gresford		..	8 23	11 7	1 2	4 35	7 44	8 48	3 58	7 58	7 1	5 32	9	..	..	..	..		
36 1/2		Rossett		6 22	8 33	11 13	1 8	4 43	7 50	8 54	4 8	4 8	7 4	5 52	11	..	..	..	..		
39 1/2		Puiford		6 29	..	11 19	1 14	..	7 56	9 0	4 10	8 10	7 8	5 53	10 1/2	..	..	..	..		
42 1/2		Saltney		6 40	..	11 29	1 24	4 50	8 5	9 10	4 20	8 20	8 6	6 43	4	..	..	..	..		
43 1/2		Chester		6 55	8 55	11 35	1 30	5 8	10	9 15	4 25	8 30	9 0	7 03	6	13	6	10	6		
47		Chester dep.		8 30	9 0	12 0	2 0	5 8 30	8 3	9 30	4 30	8 45	11 6	9 04	9	18	6	14	6		
52		Birkenhead		9 15	9 30	12 45	2 45	6 15	9 15	10 15	5 15	9 30	11 7	9 14	10	..	..	..	..		
84		Liverpool		9 35	9 45	1 5	3 5	6 35	9 35	10 30	5 35	9 50	11 7	9 14	10	..	..	..	..		
117		Manchester		10 45	12 45	..	4 45	8 25	..	..	..	..	17 6	13 07	10	..	..	..	..		
133		Birmingham		1 35	12 45	3 30	5 10	8 10	1 0	..	..	..	22 0	17 69	9	..	..	..	..		
230		London		7 0	4 0	7 30	10 0	11 0	4 50	..	..	..	42 0	31 6	10	2	..	..	..		
From Chester		UP.						Sundays.			Fares from Chester.						Miles.				
		Chester &c to Shrewsbury.						1st class	2nd class	gov. 3rd class	Day Tickets	1 class	2 class								
Miles.								morn	aft.	morn	aft.	morn	aft.	morn	aft.	morn	aft.				
188		London dep.						8 45	..	..	6 15	..	11 0	8 45	..	33 0	24 6	15 8			
75		Birmingham						12 20	..	..	6 15	10	12 45	4 30	12 20	..	1 0	13 0			
52		Manchester						..	7 30	9 45	1 15	5 30	..	..	..	8 6	6 0	4 4			
15		Liverpool						morn	morn	morn	aft.	aft.	aft.	morn	morn	aft.	..	..	..		
133		Birkenhead						..	6 45	9 45	12 15	4 15	6 45	..	8 30	7 0	2 7	2 1	1 4		
..		Chester						..	7 0	10 0	12 30	4 30	7 0	..	8 45	7 15	2 6	2 0	1 3		
..		Chester						..	7 45	10 30	1 15	5 57	45	..	9 30	8 0	..	..	..		
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		3 50	7 55	10 40	1 46	5 15	8 30	3 50	9 40	8 15			
Chester.....dep.		..	8 10	46	1 47	5 21	8 36	..	9 46 <td>8 21</td> <td>0 8</td> <td>0 60</td>	8 21	0 8	0 60	
24	Saltney	..	8 9	..	1 57	5 30	8 47	..	9 57	8 32	1 3	1 00	
53	Puiford	..	8 14	10 56	2 3	5 35	8 52	..	10 8	37	1 3	1 40	
71	Rossett	..	8 19	11 2	2 10	5 40	8 59	..	10 9	44	1 11	1 60	
9	Gresford	..	8 24	11 7	2 15	5 45	9 8	..	10 13	49	1 16	1 69	
2	Wrexham	4 42	8 29	11 19	2 20	5 50	9 8	4 24	10 18	53	2 6	2 01	
14	Rhos	..	8 36	11 11	2 28	5 57	9 16	..	10 26	9	3 3	2 61	
16	Rhuabon	5 9	8 41	11 26	2 34	6 2	9 23	4 39	10 33	9 8	3 8	2 10	
18	Rhosymedre	..	8 46	11 32	2 41	6 7	9 29	..	10 39	14	4 1	3 31	
19	Llangollen Road	5 18	8 51	11 37	2 44	6 12	9 35	4 53	10 51	26	4 9	3 61	
21	Chirk	5 41	8 57	11 43	2 51	6 18	9 41	..	10 56	31	5 0	3 81	
22	Presgwyn	..	9 2	11 46	2 56	6 23	9 46	5 4	11 2	37	5 6	4 02	
24	Gobowen	5 51	9 7	11 51	3 3	6 28	9 52	5 19	11 17	52	6 0	4 42	
26	Oswestry arr.	..	9 15	12 6	3 18	6 35	10 0	..	10 47	22	4 2	3 01	
28	"	..	8 55	11 35	2 45	6 15	9 40	..	11 9	44	5 8	4 32	
29	Whittington	6 2	9 11	11 56	3 11	6 33	9 58	..	11 9	44	5 8	4 82	
30	Rednal	6 20	9 18	12 5	3 21	6 40	10 5	..	11 18	53	6 3	4 82	
31	Baschurch	7 15	9 32	12 19	3 37	6 55	10 20	..	11 29	10	7 6	5 52	
32	Leaton	7 30	9 41	12 30	3 49	7 5	10 30	..	11 40	1015	8 4	6 23	
34	Shrewsbury arr.	7 45	9 50	12 40	4 0	7 15	10 40	..	11 50	1025	9 0	7 03	
SEASON TICKETS PER MILE:													

SEASON TICKETS PER MILE:

First Class—12 Months, 30s.; 6 Months, 18s.; 3 Months, 12s. Second Class—12 Months, 23s.; 6 Months, 14s.; 3 Months, 9s.

J. D. Payne, Gen. Man. G. Wells, Loc. Supt. SOUTH STAFFORDSHIRE. McLean and Stileman, Eng., H. Barnett, Secy

Week days.										Sundays.									
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Civil Eng. and Loc. Supt.—W. Bragge.  
Treasurer—Walter Johnston.

ALTERATIONS EXPECTED ON THE 18TH INST.  
**CHESTER & BIRKENHEAD.**

Secretary—John Gibson.  
Goods Manager—J. Roberts.

		DOWN STATIONS.		1,2,3 class	1 & 2 class	Exp.	1 & 2 class	1 & 2 class	1 & 2 class	Exp.	1 & 2 class	1,2,3 class	1 & 2 class			SUNDAY TRAINS.		1,2,3 class		1 & 2 class	FARES from Chester.		Express.		1st	2nd	3rd	
Mls.	LEAVE	aft	mrn	mrn	mrn	noon	mrn	mrn	aft	mrn	aft	mrn	aft	aft	mrn	aft	mrn	aft	mrn	aft	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	London	8*45	..	..	..	..	6 15	10 0	..	6*45	11 0	..	..	..	8*45	10 0	..	..	..	..	..	..	..	..	..	..	..	..
—	Birmingham	12 20	..	..	..	..	6 30	..	10 0	12 45	..	3 0	4 25	..	12 20	1a. 0	..	..	..	..	..	..	..	..	..	..	..	..
3	Chester	5 45	8 30	9 0	10 30	12 0	2 0	4 30	5 30	8 30	10 20	..	9 30	4 30	8 45	..	9 30	4 30	8 45	..	..	..	..	..	..	..	..	..
7	Mollington, arrival	5 55	8 36	..	10 36	12 6	2 6	..	5 36	8 36	10 26	..	9 36	4 36	8 51	..	9 36	4 36	8 51	..	..	..	..	..	..	..	..	..
8	Sutton	6 13	45	9 11	10 45	12 15	2 15	..	5 45	8 45	10 35	..	9 45	4 45	9 0	1 3	1 2	9 45	4 45	9 0	1 3	1 2	1 2	0 11	0 7	0 3	..	..
9	Hooton	6 17	48	..	10 49	12 19	2 19	..	5 49	8 49	10 35	..	9 49	4 49	9 4	..	..	9 49	4 49	9 4	..	..	1 4	1 0	0 7	0 3	..	..
9	Bromborough	6 21	48	..	10 52	12 22	2 22	..	5 52	8 52	10 42	..	9 52	4 52	9 7	..	..	9 52	4 52	9 7	..	..	1 6	1 1	0 9	0 4	0 3	..
11	Spital	6 29	48	..	10 56	12 26	2 26	..	5 56	8 56	10 46	..	9 56	4 56	9 11	..	..	9 56	4 56	9 11	..	..	1 10	1 5	0 11	0 7	0 3	..
12	Bebington	6 33	9 0	..	11 0	12 30	2 30	..	6 0	9 0	10 50	..	10 0	5 0	9 15	..	..	10 0	5 0	9 15	..	..	2 0	1 6	1 0	0 7	0 3	..
13	Rock Lane	6 37	9 3	..	11 3	12 33	2 33	..	6 3	9 3	10 53	..	10 3	5 3	9 18	..	..	10 3	5 3	9 18	..	..	2 0	1 8	1 0	0 7	0 3	..
13 1/2	Lime Kiln Lane	6 39	9 5	..	11 5	12 35	2 35	..	6 5	9 5	10 55	..	10 5	5 5	9 20	..	..	10 5	5 5	9 20	..	..	2 1	1 8	1 1	0 7	0 3	..
15 1/2	Birkenhead	6 45	9 15	9 30	11 15	12 45	2 45	5 10	6 15	9 15	11 5	..	10 15	5 15	9 30	2 9	2 6	10 15	5 15	9 30	2 9	2 6	2 4	1 9	1 3	0 7	0 3	..
15 3/4	Liverpool	7 5	9 35	9 45	11 35	1 5	3 5	5 30	6 35	9 35	..	..	10 35	5 35	9 50	..	..	10 35	5 35	9 50	..	..	2 6	2 0	1 3	0 7	0 3	..

		UP STATIONS.		1,2,3 class	1 & 2 class	Exp.	1 & 2 class	1 & 2 class	1 & 2 class	Exp.	1 & 2 class	1 & 2 class	1,2,3 class			SUNDAY TRAINS.		1,2,3 class		1 & 2 class	FARES from Birkenhead.		Express.		1st	2nd	3rd	
Mls.	LEAVE	mrn	mrn	mrn	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	mrn	aft	mrn	aft	mrn	aft	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Liverpool	6 45	8 15	9 45	10 35	12 15	3 15	4 15	5 15	6 45	8 15	..	..	..	..	8 0	1 30	7 0	..	..	..	..	..	..	..	..	..	..
—	Birkenhead	7 0	8 30	..	10 50	12 30	3 30	4 30	5 30	7 0	8 30	..	..	..	..	8 15	1 45	7 15	..	..	..	..	..	..	..	..	..	..
1 1/2	Lime Kiln Lane, ar.	7 4	34	..	10 54	12 34	3 34	4 30	5 34	7 4	8 34	..	..	..	..	8 19	1 49	7 19	..	..	..	..	..	..	..	..	..	..
2	Rock Lane	7 6	36	..	10 56	12 36	3 36	..	5 36	7 6	8 36	..	..	..	..	8 21	1 51	7 21	..	..	..	..	..	..	..	..	..	..
3	Bebington	7 10	40	..	11 0	12 40	3 40	..	5 40	7 10	8 40	..	..	..	..	8 25	1 55	7 25	..	..	..	..	..	..	..	..	..	..
4	Spital	7 13	43	..	11 3	12 43	3 43	..	5 43	7 13	8 43	..	..	..	..	8 28	1 58	7 28	..	..	..	..	..	..	..	..	..	..
6	Bromborough	7 17	47	..	11 7	12 47	3 47	..	5 47	7 17	8 47	..	..	..	..	8 32	2 7	7 32	..	..	..	..	..	..	..	..	..	..
7	Hooton	7 21	48	..	11 11	12 51	3 51	..	5 51	7 21	8 51	..	..	..	..	8 36	2 6	7 36	..	..	..	..	..	..	..	..	..	..
8	Sutton	7 25	55	10 19	11 15	12 55	3 55	4 45	5 55	7 25	8 55	..	..	..	..	8 40	2 10	7 40	1 6	1 4	1 4	1 4	1 0	0 8	0 3	0 2	..	..
12	Mollington	7 33	9 3	..	11 23	1 3	4 3	..	6 3	7 33	9 3	..	..	..	..	8 48	2 18	7 48	..	..	..	..	..	..	..	..	..	..
15	Chester	7 45	9 15	10 30	11 30	1 15	4 15	5 5	6 15	7 45	9 15	..	..	..	..	9 0	2 0	8 0	2 9	2 6	2 6	2 6	2 0	1 6	1 0	0 8	0 3	..
90	Birmingham	7 55	12 45	..	3 20	5 10	..	8 10	10 20	..	..	..	..	..	..	9 5	2 0	8 5	2 9	2 6	2 6	2 0	1 6	1 0	0 8	0 3	..	..
193 1/2	London	7 0	4 0	..	7 30	10 5	..	11 0	..	..	1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

\* 1st and 2nd Class from London to Chester. † Express only from Chester to London. ‡ 1st and 2nd Class from Chester to London.

Horses: From Birkenhead to Chester, 5s. each. Carriages: 2 wheels, 6s.; 4 wheels, 8s.

The Railway Steamer lands and embarks Liverpool passengers at the new landing stage, George's Pierhead. Fare, 1d.

Season Tickets between any of the stations will be granted at the following rates:—For 12 months: first class, 20s. per mile; second, 15s.; for 6 months: first class, 12s. per mile; second, 9s.; for 3 months: first class, 8s. per mile; second, 6s.

Sec., S. E. Bolden.		PRESTON, LANCASTER, KENDAL, AND CARLISLE.										Gds. Man., B. Poole, L'pool.	
Mls.	UP TRAINS.	Carlisle to		Lancaster & Preston		Sandy		Preston & Lancaster		Sandy		Fares	
		1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	LEAVE	aft	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn
	Montrose	8 43	..	..	..	..	..	..	..	..	..	..	..
	Dundee	4 43	..	..	..	..	..	..	..	..	..	..	..
	Perth	6 55	..	..	..	..	..	..	..	..	..	..	..
	Edinburgh	9 15	..	7 15	10 30	11 30	..	..	..	..	..	..	..
	Glasgow	9 5	..	6 45	10 20	11 20	..	..	..	..	..	..	..
	Carlisle	1 27	6 50	11 45	1 32	4 3	..	..	..	..	..	..	..
3	Brisco	..	..	11 54	..	4 17	..	..	..	..	..	..	..
7	Southwaite	..	7 6	12 5	..	4 17	..	..	..	..	..	..	..
13	Plumpton	..	7 21	12 20	..	..	..	..	..	..	..	..	..
17 1/2	Penrith*	2 5	7 33	12 32	2 4	4 4	..	..	..	..	..	..	..
22	Clifton	..	7 47	12 45	..	..	..	..	..	..	..	..	..
29 1/2	Shap	2 31	8 5	1 4	..	5 12	..	..	..	..	..	..	..
37	Tebay	..	8 23	1 23	..	5 33	..	..	..	..	..	..	..
41 1/2	Low Gill	..	8 35	1 35	..	5 45	..	..	..	..	..	..	..
50	Kendal Junction	3 18	8 55	1 57	2 59	6 5	..	..	..	..	..	..	..
55 1/2	Kendal	..	8 40	1 40	..	5 55	..	..	..	..	..	..	..
58 1/2	Milnthorpe	3 31	9 10	2 14	..	6 20	..	..	..	..	..	..	..
63	Burton and Holme	3 39	9 20	2 24	..	6 31	..	..	..	..	..	..	..
68	Carnforth	..	9 32	2 36	..	..	..	..	..	..	..	..	..
66	Hest Bank	..	9 41	2 46	..	6 46	..	..	..	..	..	..	..
69	Lancaster	4 5	9 51	2 55	3 27	0 7	..	..	..	..	..	..	..
90	Preston, arrival	4 59	10 40	3 45	4 10	7 53	..	..	..	..	..	..	..
	Manchester	..	..	..	5 18	9 30	..	..	..	..	..	..	..
	Liverpool	6 44	12 35	..	6 29	50	..	..	..	..	..	..	..
	London	1 0	7 30	..	11 04	50	..	..	..	..	..	..	..

\* For Coach, see page 107.

Lancaster and Preston Local Trains.

STATIONS.		1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	STATIONS.		1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
		class	class	class	class			class	class	class	class
	LEAVE	mrn	mrn	noon	aft		LEAVE	mrn	mrn	aft	aft
	Lancaster	6 0	7 45	12 0	5 30		Preston	8 10	9 55	3 45	7 45
	Galgate	6 10	7 55	12 10	5 40		Broughton	8 23	10 8	3 58	7 58
	Bay Horse	6 15	8 0	12 13	5 45		Roe Buck	8 21	10 16	4 6	8 6
	Scorton	6 24	8 8	12 20	5 56		Garstang	8 29	10 24	4 14	8 14
	Garstang	6 30	8 18	12 23	6 4		Scorton	8 48	10 33	4 23	8 23
	Roe Buck	6 37	8 23	12 34	6 11		Bay Horse	8 56	10 43	4 31	8 31
	Froughton	6 45	8 32	12 42	6 18		Galgate	9 3	10 48	4 38	8 38
	Preston	6 55	8 45	12 55	6 31		Lancaster	9 10	10 55	4 45	8 45

The above are in connexion with trains to and from Blackburn.

On SUNDAYS, from LANCASTER at 6.50 a.m. & 6 p.m. From PRESTON at 8 a.m. & 8 p.m.; taking 1st, 2nd, & 3rd class passengers. FARES, between Lancaster and Preston, first class, 4s.; second, 2s. 9d.; third, 1s. 8d.



## KENDAL AND WINDERMERE.

Wm. Watson, Sec. &amp; Eng.

Windermere to Kendal and Lancaster.	UP TRAINS.			Fares.			Carlisle & Kendal to Windermere			DOWN TRAINS.			Sunday.		
	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.
From Windermere.	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3
Mis.	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn
Windermere dep.	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15
Staveley .....	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20
Burnside .....	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25
Kendal .....	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30
Oxenholme .....	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35
Carlisle .....	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40	8 40
South .....	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
Lancaster arrival	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51
601 Carlisle .. arrival	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50

Extra—A Mail Train leaves Kendal for the North at 6.35 morn., daily, and arrives at Carlisle at 9.1 morn. From Carlisle to Kendal at 6.50 morn.—From Oxenholme to Kendal at 4.38 a.m. Passengers arriving at Kendal at 4.55 p.m. by this train cannot proceed to Windermere before 7 p.m.

## FLEETWOOD, FURNESS ABBEY, ULVERSTON, BRIGHTON, &amp; the LAKES.—Furress Railway.

Chairman, Rt. Hon. Earl of Burlington. Secretary, A. Currey.

Engineer, J. R. McClean. General Manager, J. Ramsden.

Fleetwood to Barrow per Steamer.	UP.			DOWN.			LEAVE			Broughton			Kirkby			Fleetwood		
	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.
From Fleetwood.	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3
Mis.	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn
Fleetwood dep.	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15	8 15
Barrow per Rail .....	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20
Furness Abbey .....	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25
Ulverston per Omnibus .....	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30
Broughton .....	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35

The Liverpool, Fleetwood, and Furness Company's Steamers "Havelynn" and "James Demistoun" sail daily (weather permitting) from Fleetwood to Barrow, 4 hours before high water. From Barrow to Fleetwood 1 hour after high water. Special trains await the arrival of the steamers at Barrow to convey passengers to Furness Abbey, &c. Visitors may spend two or three hours at the magnificent ruins of Furness Abbey, and return to Fleetwood the same day.

A Coach (in connexion with this railway) runs daily between Ambleside, (Windermere) Conistoun, & Broughton stations, as follows: From Ambleside for Conistoun and Broughton, at 9 a.m. From Broughton for Conistoun and Ambleside, at 3 p.m.

Midland West Branch  
BIRMINGHAM, TAMWORTH, BURTON, & DERBY.  
Engineer, H. Barlow Supt. Loc. Department, M. Kirtley.

Miles.	Stations.	Week Days.			Sundays.			FARES		
		1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.
47	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
48	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
49	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
50	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
51	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
52	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
53	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
54	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
55	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
56	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
57	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
58	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
59	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
60	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
61	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
62	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
63	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
64	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
65	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
66	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
67	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
68	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
69	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
70	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9

For continuation of trains northward, see page 56; to Nottingham, Newark, and Lincoln, page 55.

Miles.	Stations.	Week Days.			Sundays.			FARES		
		1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.	1st. class.	2nd. class.	3rd. class.
47	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
48	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
49	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
50	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
51	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
52	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
53	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
54	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
55	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
56	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
57	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
58	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
59	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
60	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
61	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
62	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
63	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
64	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
65	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
66	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
67	Coventry	12 15	1 40	6 25	12 15	1 40	6 25	1 61	0 0	9 9
68	Hampton	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
69	Birmingham	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9
70	Derby	10 10	1 15	3 45	10 10	1 15	3 45	1 61	0 0	9 9

## LEICESTER AND SWANNINGTON.

Leicester to Ashby, Burton, &c.—7 a.m. & 3 p.m.; to Coalville—7 & 8½ a.m.; 12½, 3, and 7 p.m. Burton to Leicester—9 a.m. and 5.20 p.m. Ashby to Leicester—9½ a.m. and 5.50 p.m. Coalville to Leicester—8½ and 9.43 a.m., 12½, 4½, and 6.3 p.m.

Trains call at all the Stations, viz:—Gresley, Moira, Bagworth, Desford, Rathy, and Glenfield.



**BIRMINGHAM TO WORCESTER, CHELTENHAM, GLOSTER & BRISTOL.**—Bristol and Birmingham.  
Sec., Josh. Sanders, Birmingham. (London and North Western Station.) Manr. of Goods, J. D. Payne.

**Week Days.**

**SUNDAY**

**Trains.**

**FARES.**

Down Trains.												SUNDAY Trains.		FARES.					
Miles.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1 & 2 class. mail.	1st Class	2nd Class	3rd Class		
0	DEPARTURE FROM											morn	morn	morn	morn	morn	morn	morn	morn
0	Birmingham	1 40	7 30	11 10	2 aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	
2	Camp Hill	..	7 36	..	11 10	2 aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	
4	Moseley	..	7 42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
6 1/2	King's Norton	..	7 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
11	Barnt Green	..	8 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
13	Blackwell	..	8 10	..	11 42	2 30	..	..	..	..	..	..	..	..	..	..	..	..	
15	Bromsgrove	2 21	8 16	..	11 49	2 36	..	..	4 40	7 9	..	..	..	..	..	..	..	..	
17	Stoke Works	..	8 22	..	..	2 42	..	..	4 46	7 17	9 0	..	..	..	..	..	..	..	
20	Droitwich	2 37	8 31	..	12 2	2 50	..	..	4 58	7 30	9 12	..	..	..	..	..	..	..	
22	Dunhamstead	..	..	..	..	..	..	..	..	7 35	..	..	..	..	..	..	..	..	
26	Spetchley*	2 54	8 50	..	12 17	3 5	..	..	5 13	7 53	9 25	..	..	..	..	..	..	..	
30	Worcester	3 34	9 30	..	12 57	3 45	..	..	5 53	8 33	10 5	..	..	..	..	..	..	..	
30	Wadborough	2 14	8 10	..	11 37	2 25	..	..	4 33	7 13	8 45	..	..	..	..	..	..	..	
33	Defford	..	9 0	..	..	..	..	..	..	8 1	..	..	..	..	..	..	..	..	
34	Eckington	..	9 13	..	12 32	3 19	..	..	..	8 13	..	..	..	..	..	..	..	..	
37	Bredon	..	9 17	..	12 38	3 21	..	..	5 32	8 18	..	..	..	..	..	..	..	..	
39	Ashchurch	3 34	9 34	..	12 49	3 34	..	..	5 45	8 34	9 45	..	..	..	..	..	..	..	
41	Tewkesbury	3 49	9 42	..	12 57	3 43	..	..	5 52	8 44	9 51	..	..	..	..	..	..	..	
43	Cleeve	3 14	9 27	..	12 39	3 24	..	..	5 30	8 27	9 28	..	..	..	..	..	..	..	
46	Cheltenham	..	9 45	..	..	..	..	..	..	8 44	..	..	..	..	..	..	..	..	
53	Gloicester	3 50	7 30	9 55	11 20	1 7	3 54	5 0	6 2	9 0	10 0	..	..	..	..	..	..	..	
53	Gloicester	4 10	7 43	10 10	11 35	1 25	4 14	5 15	6 22	9 19	10 15	..	..	..	..	..	..	..	
62	Stonehouse	4 30	7 55	10 25	..	1 40	4 29	..	6 37	9 34	..	..	..	..	..	..	..	..	
63 1/2	Procester	4 52	8 15	10 45	..	2 0	4 49	..	6 55	9 54	..	..	..	..	..	..	..	..	
68 1/2	Berkeley Road	..	8 20	10 50	..	2 5	..	..	7 0	9 59	..	..	..	..	..	..	..	..	
73 1/2	Charfield	5 7	8 30	11 0	..	2 15	5 4	..	7 11	10 12	..	..	..	..	..	..	..	..	
75 1/2	Wickwar	5 21	8 42	11 12	..	2 27	5 14	..	7 20	10 21	..	..	..	..	..	..	..	..	
80	Yate	..	8 47	..	..	2 32	..	..	..	10 29	..	..	..	..	..	..	..	..	
84 1/2	Mangotsfield	..	8 57	11 27	..	2 43	5 30	..	7 33	10 40	..	..	..	..	..	..	..	..	
90 1/2	Bristol	6 0	9 30	11 50	..	2 55	5 42	..	..	10 53	..	..	..	..	..	..	..	..	
	arrival at	6 0	9 30	11 50	..	3 15	6 0	..	7 58	11 15	..	..	..	..	..	..	..	..	

\* Post Horses and Carriages for hire are kept at this Station.

For continuation of trains to and from Bath, Bridgewater, Exeter, Totness, and Plymouth, see pages 7 and 8.

**W. Kirtley, Loc. Engr. BRISTOL TO GLOSTER CHELTENHAM, WORCESTER, & BIRMINGHAM.**  
Bristol & Birmingham.—Great Western Station.

Bristol & Birmingham Great Western State																	
Miles.	Up Trains.	1 2 3 4 5 6 7 8 9 10										Sundays.			Fares.		
		1,2,3 class.	1&2 class.	1&2 class.	1&2 class.	1&2 class.	1&2 class.	1&2 class.	1&2 class.	1&2 class.	1&2 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1cls.	2cls.	3cls.
	TRAINS LEAVE	morn	morn	morn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	a.d.	s.d.	s.d.
0	Bristol	..	..	8 0	..	11 10	1 50	..	3 50	5 0	6 35	..	..	..	1 3	0 9	..
6	Mangotsfield	..	..	8 12	..	11 21	..	..	..	5 15	..	..	..	..	2 4	1 6	..
10 1/2	Yate	..	..	8 21	..	11 33	2 10	..	..	5 27	7 0	..	..	..	3 4	2 3	..
15	Wickwar	..	..	8 33	..	11 48	2 25	..	..	5 45	7 19	..	..	..	3 9	2 6	..
17	Charfield	..	..	8 38	..	11 59	2 35	..	4 22	5 57	7 32	..	..	..	5 0	3 3	..
22 1/2	Berkeley Road	..	..	8 50	..	12 8	..	..	..	6 7	..	..	..	..	6 0	3 9	..
26 1/2	Procester	..	..	9 0	..	12 12	2 47	..	4 34	6 13	7 50	..	..	..	6 4	4 0	..
28 1/2	Stonehouse	..	..	9 3	..	12 30	3 5	..	4 52	6 39	8 10	..	..	..	8 0	5 0	..
37 1/2	Gloicester { arr.	7 0	9 0	9 38	11 0	12 45	3 20	4 30	5 5	6 54	8 30	8 24	6 39	8 16	9 6	6 0	..
	dep.	7 20	9 15	9 54	11 15	1 5	3 35	4 45	5 19	7 14	8 50	8 39	6 54	8 30	10 0	6 6	..
44 1/2	Cheltenham	7 25	..	..	..	..	..	..	..	7 22	..	8 59	7 14	8 50	9 6	6 0	..
47 1/2	Cleeve	7 35	..	10 9	..	1 20	3 52	..	5 34	7 32	9 6	9 7	7 22	..	10 0	6 6	..
51 1/2	Ashchurch	7 45	..	10 19	..	1 30	4 0	..	5 52	7 42	9 16	9 17	7 32	9 6	11 0	7 6	..
53 1/2	Tewkesbury { arr.	7 45	..	10 19	..	1 33	4 6	..	5 30	7 25	8 56	9 10	7 25	8 56	11 0	7 6	..
	dep.	7 25	..	9 59	..	1 25	..	..	..	7 37	..	9 22	7 37	..	12 0	8 0	..
58 1/2	Bredon	7 42	..	..	..	1 25	..	..	..	7 37	..	9 22	7 37	..	12 0	8 0	..
58 1/2	Eckington	7 53	..	10 18	..	1 33	4 0	..	..	7 44	..	9 29	7 44	..	13 0	8 6	..
57 1/2	Defford	7 54	..	10 22	..	1 37	4 3	..	..	7 48	..	9 33	7 48	..	13 0	8 6	..
61 1/2	Wadborough	..	..	..	..	1 37	4 3	..	..	7 48	..	9 33	7 48	..	14 0	9 0	..
64 1/2	Spetchley*	8 12	..	10 40	..	1 54	4 16	..	6 0	8 8	9 43	9 53	8 8	9 46	15 6	10 0	..
68 1/2	Worcester { arr.	8 52	..	11 20	..	2 34	4 56	..	6 40	8 45	10 26	10 33	8 45	10 26	15 6	10 0	..
	dep.	7 32	..	10 0	..	1 14	3 36	..	5 20	7 28	9 6	9 13	7 28	9 6	15 6	10 0	..
69 1/2	Dunhamstead	8 24	..	..	..	..	..	..	..	8 21	..	10 0	8 21	..	15 6	10 0	..
70 1/2	Droitwich	8 31	..	10 54	..	2 9	4 29	..	6 14	8 27	10 3	10 12	8 37	..	17 0	11 0	..
73 1/2	Stoke Works	8 41	..	11 1	..	2 17	..	..	..	8 37	..	10 22	8 37	..	17 0	11 0	..
75 1/2	Bromsgrove	8 47	..	11 10	..	2 24	4 40	..	6 24	8 44	10 19	10 29	8 44	10 19	17 0	11 0	..
77 1/2	Blackwell	9 0	..	..	..	2 33	..	..	..	8 56	..	10 41	8 56	..	18 6	12 0	..
79 1/2	Barnt Green	9 8	..	..	..	2 39	..	..	..	9 1	..	10 45	9 1	..	20 0	13 0	..
84 1/2	King's Norton	9 20	..	..	..	..	..	..	..	9 11	..	11 0	9 11	..	20 6	13 6	..
86 1/2	Moseley	9 29	..	..	..	..	..	..	..	9 30	..	11 5	9 30	..	22 0	15 6	..
88 1/2	Camp-hill	9 35	..	..	..	..	..	..	..	9 30	..	11 15	9 30	..	22 0	15 6	..
90 1/2	Birmingham	9 50	..	11 53	..	3 15	5 20	..	7 0	9 45	11 0	11 30	9 45	11 0	22 0	15 6	..
* Post Horses and Carriages, for hire, are kept at this Station.																	
On a penny per mile.																	
On 2 penny per mile.																	
West Cornwall, Hayle & Redruth. - 12 Miles. Sec. W. A. Hart, 173, St. Geo. - st., Westminster.																	

Supt., Robt. H. Pike.—West Cornwall & Exeter & Plymouth.—12 Miles. Sec., W. A. Hart. 17 1/2. Gt. Geo.-st. Westminster.

Redruth	8 45	12 0	4 30	Hayle	9 45	1 15	5 45
Cambarne	9 0	12 15	4 45	Cambarne	10 30	2 0	6 15
Hayle	9 30	1 0	5 30	Redruth	10 45	2 15	6 30

Omnbuses attend at Hayle and Redruth on the arrival of each train to convey Passengers to Penzance or Truro; and for Falmouth, on the arrival at Redruth on the 2 30 and 6 30 p.m. trains.

Fares.—From Hayle to Cambarne, 1st class 8d., 2nd class 6d., 3rd class 4d.; to Redruth, 1st class 1s., 2nd class 9d., 3rd class 6d.







**LONDON, RUGBY, LEICESTER, DERBY, SHEFFIELD, to LEEDS, &c.** Sec., J.F. Bell.  
Midland, North and South Branches. Eng., W.H. Barlow.

Midland, North and South Branches.

DOWN TRAINS.

Rugby to Leeds.

London

Rugby

Uilesthorpe

Broughton-Astley

Countesthorpe

Wigston

Leicester

Syston

Sieby

Barrow

Loughborough

Kegworth

412 Long-Eaton

444 Beeston

474 Nottingham

Sawley

Borrowash

Spondon

Derby

Duffield

Belper

Ambergate

Wingfield

Stretton

Clay Cross

Chesterfield

Staveley

Eckington

Woodhouse Mill

Masbro' Rotherham

Sheffield

Swinton, for Doncaster

Wath

Darfield

Barnsley

Royston Notton

Oakenshaw

Normanton

1 2 3 4 5 6 7 8 9

10 11 12 13 14 15 16 17 18 19 20

Sec. J. F. Bell.

Eng. W. H. Barlow.

Sundays.

Fares from Rugby

Mail & Exp.

Ordinary

Trains

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66	Methley.....ad	..	9 10	12 25	3 25	..	4 10	6 30	8 50	..	..	10 0	6 35 8 10
68	Woodlesford.....nd	..	9 15	12 30	3 30	..	4 15	6 35	8 55	..	..	10 5	6 40 8 15
74	Leeds.....arrival	5 20	9 30	12 50	3 50	8 10	4 35	6 50	9 15	11 25	..	5 20	6 55 8 30
82	Manchester	..	..	..	4 35	..	6 12	8 39	..	..	..	11 39	8 39
	via Sheffield..	..	..	..	..	..	..	..	..	..	..	..	..
114	Do. via Normantn	8 30	11 0	3 50	6 15	6 15	7 30	9 40	..	..	..	1 30	9 25 11 5
97	Harrrogate.....	..	11 50	..	5 0	..	8 5	..	..	..	..	..	..
84	York.....	5 35	11 20	1 50	4 35	3 25	5 0	7 30	9 50	..	5 35	7 30	..
130	Scarborough.....	9 0	2 0	7 15	7 15	7 15	7 15	..	..	9 0	..	..	..
111	Hull.....	6 50	12 15	2 45	5 40	5 40	9 0	..	..	6 50	..	8 50	..
138	Darlington.....	7 33	1 25	4 10	7 15	4 50	7 15	9 30	..	7 33	..	9 30	..
155	Durham.....	8 30	2 25	5 20	8 25	5 30	8 25	10 25	..	8 30	..	10 25	..
174	Newcastle.....	9 0	3 0	6 0	9 0	6 0	9 0	11 0	..	9 0	..	11 0	..
231	Carlisle.....	1 07	15	9 35	..	..	a.m.	..	..	..	..	..	..
237	Berwick.....	..	6 40	9 40	..	8 5	2 0	..	..	11 45	..	2 0	..
295	Edinburgh.....	..	9 45	..	11 45	..	4 55	..	..	2 5	..	4 55	..
342	Glasgow.....	..	11 45	..	..	..	9 30	..	..	..	..	..	..



# LEEDS, SHEFFIELD, DERBY, LEICESTER, RUGBY, &c. to LONDON.

Midland North & South Branches.

UP TRAINS.		Midland North & South Branches.												Sundays.				Fares from Leeds																																																																																																																																																																																																																																																																																																																																																																																																																		
Leeds to Rugby.		1 & 2 Mail	1 & 2 Class.	2, 3 Class.	4th Class	1 & 2 Class	1 & 2 Class	1 & 2 Class.	1 & 2 Fast.	2 Exp.	1, 2, 3 Class.	1 & 2 Mail	12	1 & 2 Mail	1, 2, 3, 4 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 2 Class.	1 & 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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

		morn			morn			aft.			aft.			morn			aft.			morn			aft.		
		dep	arr	arr	dep	arr	arr	dep	arr	arr	dep	arr	arr	dep	arr	arr	dep	arr	arr	dep	arr	arr			
3	Nottingham	dep	5 50	7 20	11 0	10 30		2 0	3 50		8 25	10 0		7 0	11 30	7 10	10 0		3 0	2 0	1 0				
6	Beeston	a & d	7 28	11 8							8 33					7 10			3 0	2 0	1 0				
	Long Eaton	arr.	7 35	11 16							8 40					7 20			2 3	1 6	9				
12	Kegworth	a & d	6 10	8 5	11 42	10 55		2 25	4 15		8 57			7 35	12 0	7 35	3 0	2 0	2 6	2 0	1 0				
163	Loughboro'	a & d	6 25	8 17	11 58	11 5		2 35	4 27		9 10	11 43		7 48	12 15	7 47	11 43	4 0	3 0	3 6	2 6	1 6			
194	Barrow	a & d		8 23	12 6						9 18			7 55		7 58			4 6	3 3	1 9				
213	Sileby	a & d		8 30	12 13						9 25			8 0		8 5			5 0	3 6	2 0				
244	Syston	a & d		8 40	12 23	11 20		2 55	4 44		9 38			8 10	12 35	8 15			5 6	4 0	2 3				
294	Leicester	a & d	6 50	9 0	12 40	11 40		3 15	5 5 7	15 9	10 12	12		8 30	12 50	8 30	12 12	7 0	5 0	6 6	5 0	2 6			
322	Wigston	a & d		9 8	12 51						10 0			8 40		8 40			7 0	5 6	2 9				
343	Countesthorpe	a & d		9 13	12 58						10 5			8 45		8 45			7 6	5 9	3 0				
383	Broughton	A & d		9 22	1 9						10 15			8 50		8 55			8 6	6 6	3 6				
413	Ullesthorpe	a & d	7 15	9 31	1 19	12 5		3 35	5 32		10 25			9 10	1 20	9 10			9 0	7 0	4 0				
494	Rugby	arr.	7 40	9 55	1 56	12 30		4 15	6 0	7 55	10 50	1 0		9 30	1 45	9 30	1 0	13 0	8 6	10 6	8 6	4 6			
132	London	arr.	10 45	1 0	7 0	4 0		7 45	9 5	10 30		4 30		1 15	6 0		4 30								

On Saturdays, from Leicester to Wigston, Countesthorpe, Broughton, and Ullesthorpe, at 4 aft., 1, 2, 3 class; 6 aft. to Syston, Sileby, Barrow, and Loughboro'.  
On Saturdays, the 8 morn. Up Train takes up Passengers at Cossington Gate for Leicester; and the 2 35 aft. Down Train from Leicester, puts Passengers down at Cossington Gate.

On Saturdays, the 9 50 morn. Train from Rugby, will stop at Broughton to take up Passengers.  
No. 2 Train, 1st class only from Rugby to London. No. 11 Up Train takes up Passengers at Spondon.

## COACHES, OMNIBUSES, &c.

RUGBY.—To and from Oxford, Banbury, and Woodstock meet No. 2 Up and No. 9 Down Trains.

ULLESTHORPE.—To and from Lutterworth, meet the No. 4, 7, and 8 Down Trains, No. 2 and No. 4 Up Trains.

LEICESTER.—To Kibworth and Harborough at 3 aft.; to Nuneaton at 7½ morn.; to Hinckley on Tuesdays, Thursdays, and Saturdays, at 5 aft.

DERBY.—To Ashbourne, Leek, Macclesfield, and Stockport, leave at 9 45 morn., and arrives at Derby at 7 50 aft.

DERBY.—To Ashbourne, leaves at 4 30 aft., and arrives at Derby at 10 morn.

WINGFIELD.—Conveyances to and from Alfreton meet every Train.

ECKINGTON.—A Coach to and from Sleaford, Lincoln, Newark, Ollerton, Worksop, &c., meets No. 6 Up, and No. 3 Down Trains, and returns after the arrival of No. 8 Up Train.

MASBRO'.—Two Coaches leave Gainsboro' to meet the No. 3 Down and No. 6 Up Trains; and return after the arrival of No. 4 Down and No. 8 Up Trains. A coach leaves Gainsboro' for Rotherham in time to meet the No. 11 Up Mail Train.

A Coach from Masbro' for Gainsboro' after the arrival of No. 5 Up Trains, and returns in time to meet the No. 7 Down and No. 9 Up Express Trains.

A Coach from Retford to meet the No. 3 Down and No. 6 Up Trains, and returns after the arrival of No. 6 Down Train.

SWINTON.—Conveyances from and to DONCASTER meet Nos. 4, 5, 6, 8, and 10 Up, and Nos. 2, 3, 4, 7, and 8 Down Trains.

## COACHES TO LINCOLN.

From Bawtry and Gainsboro' in time for the 12 20 and 8½ aft. trains. From Retford only for the 8½ aft. train.

## TO AND FROM NEWARK.

To Grantham and Stamford at 8½ morn., and arrive at Newark from these places in time for the 6½ aft. Train from Newark to Nottingham.

To Ollerton and Worksop at 7 morn. and arrive at Newark from those places in time for the 9 5 aft. Train from Newark to Nottingham.

From Tuxford, Retford, and Bawtry, in time for the 12 15 Noon Train from Nottingham, and 12 20 Noon Train from Lincoln, and return to those places after the arrival of the above Trains.

From Grantham, Coistworth, and Stamford, in time for the 12 20 Noon Train from Lincoln, 12 15 Noon Train from Nottingham, and return after the arrival of the above Trains.



Superintendent, James Allport.—Secretary, John Close, York.

† For coach,  
see page 107.

\* Passengers conveyed at One Penny per mile by these trains.

**FARES.**  
Frm York.

1st class.	2nd class.	3rd class.
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FROM  
Newcastle

SUNDERLAND TO DURHAM.

DURHAM TO SUNDERLAND.

NEWCASTLE, SUNDERLAND AND  
SHIELDS.

WEEK. DAYS.—Morning—54, 8, 9, 10, 11 & 12.

Afternoon - 1, 2, 3, 4, 5, 6, 7, 8 & 9.

SUNDAYS.—Morning—8 and 10.

Afternoon—1, 2, 5½, 7 and 9.

WEEK DAYS.—Morning—8 and 10.

A ternoon—2, 5 and 9.

SUNDAYS.—Morning—10.

Afternoon—1, 5½, and 9.

STAGHT, THE GREAT FISHING BOAT, AND THE GREAT FISHING BOAT



# BERWICK, NEWCASTLE, DUKHAM, YORK, LONDON, &c.—York, Newcastle & Berwick.

Engineer, T. E. Harrison.

Loc. Supt. E. Fletcher.

Goods Manager, C. H. Smith.

Distance	Up Trains.	Week Days.												Sundays.												Fares from Berwick.		
		1,2,3 class.	1 & 2 class.	1,2,3 class.	1st Exp.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1 & 2 class.	1st	2nd	4th								
		*		morn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	s.	s.	s.							
..	Berwick.....	..	..	7 15	11 20	10 45	1 15	..	..	5 30	8 35	..	..	..	7 01	15	..	..	5 15	8 35	..	..	..	..	0 6	0 30	2	
24	Tweedmouth dep	..	..	7 17	..	10 47	1 17	..	..	5 32	8 37	..	..	..	7 01	17	..	..	5 17	8 37	..	..	..	..	1 0	0 80	6	
24	Scremerston ..	..	..	7 22	..	10 52	..	..	..	5 37	..	..	..	..	7 07	..	..	..	5 22	..	..	..	..	..	1 9	1 30	9	
74	Beal .....	..	..	7 32	..	11 2	..	..	..	5 47	..	..	..	..	7 17	..	..	..	5 32	..	..	..	..	..	3 6	2 01	4	
144	Belford .....	..	..	7 48	..	11 18	1 43	..	..	6 3	9 2	..	..	..	7 34	1 43	..	..	5 49	9 2	..	..	..	..	4 0	2 61	6	
164	Lucker .....	..	..	7 55	..	11 25	..	..	..	6 8	..	..	..	..	7 41	..	..	..	5 56	..	..	..	..	..	4 6	2 91	9	
192	Chathill .....	..	..	8 2	..	11 32	..	..	..	6 15	..	..	..	..	7 48	..	..	..	6 3	..	..	..	..	..	5 0	3 32	0	
222	Christon Bank ..	..	..	8 7	..	11 37	..	..	..	6 21	..	..	..	..	7 54	..	..	..	6 10	..	..	..	..	..	6 6	3 92	6	
282	Longhoughton ..	..	..	8 24	..	11 54	..	..	..	6 36	..	..	..	..	8 11	..	..	..	6 27	..	..	..	..	..	7 0	4 32	8	
302	Lesbury, Alwke ..	..	..	8 29	11 55	11 59	2 15	..	..	6 42	9 32	..	..	..	8 17	2 15	..	..	6 33	9 32	..	..	..	..	7 6	4 93	0	
342	Warkworth.....	..	..	8 42	..	12 12	..	..	..	6 54	..	..	..	..	8 30	..	..	..	6 46	..	..	..	..	..	8 6	5 03	3	
372	Acklington .....	..	..	8 52	..	12 21	2 30	..	..	7 4	9 47	..	..	..	8 40	2 30	..	..	6 56	9 47	..	..	..	..	9 6	5 93	8	
422	Widdington .....	..	..	9 3	..	12 33	..	..	..	7 14	..	..	..	..	8 52	..	..	..	7 8	..	..	..	..	..	10 0	6 33	11	
452	Longhirst .....	..	..	9 11	..	12 41	..	..	..	7 23	..	..	..	..	9 0	..	..	..	7 16	..	..	..	..	..	11 0	6 3	11	
49	Morpeth.....	..	..	9 19	12 25	12 49	2 55	..	..	7 33	10 10	..	..	..	9 9	2 55	..	..	7 25	10 10	..	..	..	..	11 0	6 9	4	
512	Netherton .....	..	..	9 28	..	12 58	..	..	..	7 43	..	..	..	..	9 18	..	..	..	7 34	..	..	..	..	..	11 6	6 9	4	
552	Cramlington .....	..	..	9 46	..	1 10	..	..	..	7 53	..	..	..	..	9 30	..	..	..	7 46	..	..	..	..	..	12 0	7 3	9	
60	Killingworth ..	..	..	9 50	..	1 20	..	..	..	8 2	..	..	..	..	9 41	..	..	..	7 57	..	..	..	..	..	13 0	7 9	2	
652	Newcastle ar.	..	..	10 15	1 5	1 45	3 30	..	..	8 15	10 45	..	..	..	10 0	3 30	..	..	8 15	10 45	..	..	..	..	..	..	..	
..	Newcastle dp.	5 30	8 15	11 0	1 15	2 15	4 0	6 0	8 0	..	11 5	..	..	6 30	8 0	..	..	4 0	5 30	7 0	..	11 5	..	..	1 6	1 0	0	
11	Sunderland.....	5 30	8 0	11 0	..	2 0	4 0	6 0	8 0	..	..	..	..	6 30	8 0	..	..	4 0	5 30	7 0	..	..	..	..	0 9	0 60	4	
9	Shields .....	5 30	8 0	11 0	..	2 0	4 0	6 0	8 0	..	..	..	..	6 30	8 0	..	..	4 0	5 30	7 0	..	..	..	..	0 9	0 60	4	
6	Brookley Whins ..	5 48	8 28	11 15	..	2 33	4 18	6 18	8 15	..	..	..	..	6 48	8 15	..	..	4 13	5 48	7 20	..	..	..	..	1 0	0 90	6	
74	Boldon .....	5 52	8 32	11 20	..	2 36	..	6 21	8 19	..	..	..	..	6 51	8 24	..	..	..	5 51	7 24	..	..	..	..	1 9	1 31	0	
112	Washington .....	6 0	8 40	11 30	..	2 43	..	6 28	8 23	..	..	..	..	6 58	8 32	..	..	..	5 58	7 32	..	..	..	..	1 9	1 31	0	
122	Pensher .....	6 5	..	11 35	..	2 47	..	6 32	8 33	..	..	..	..	7 2	8 36	..	..	..	6 2	7 36	..	..	..	..	2 0	1 61	3	
142	Fence Houses.....	6 11	8 46	11 40	..	2 52	4 31	6 37	8 39	..	11 25	..	..	7 7	8 42	..	..	..	4 31	6 7	11 25	..	..	..	2 0	1 61	3	
17	Leamside .....	6 16	..	11 46	..	3 0	..	6 46	8 47	..	..	..	..	7 15	8 50	..	..	..	6 15	7 50	..	..	..	..	2 9	2 01	6	
182	Belmont .....	6 20	8 55	11 50	..	3 5	4 39	6 50	8 52	..	11 40	..	..	7 20	8 55	..	..	..	4 39	6 20	11 40	..	..	..	3 0	2 01	6	
202	Durham depart ..	6 10	8 45	11 40	1 25	2 55	4 33	6 40	..	..	11 30	..	..	7 10	..	..	..	..	4 33	6 10	..	11 30	..	..	3 0	2 01	6	
..	arrival.	6 30	9 5	12 0	..	3 15	4 50	7 10	9 0	..	11 50	..	..	7 30	9 0	..	..	..	4 50	6 35	0	11 50	..	..	..	..	..	
202	Sherburn.....	6 26	9 0	11 57	..	3 11	..	6 56	..	..	..	..	..	7 26	..	..	..	..	6 26	..	..	..	..	..	3 6	2 61	9	
22	Shincliffe.....	6 32	..	12 1	..	3 17	..	7 2	..	..	..	..	..	7 32	..	..	..	..	6 32	..	..	..	..	..	4 6	3 62	6	
264	Ferry Hill .....	6 45	9 13	12 15	..	3 29	4 58	7 14	..	..	..	..	..	7 44	..	..	..	..	4 58	6 44	..	..	..	..	5 6	4 62	9	
282	Bradbury .....	6 54	9 19	12 25	..	3 40	..	7 25	..	..	..	..	..	7 53	..	..	..	..	6 55	..	..	..	..	..	6 6	5 03	0	
322	Aycliffe .....	7 7	..	12 35	..	3 52	..	7 37	..	..	..	..	..	8 4	..	..	..	..	7 7	..	..	..	..	..	8 0	6 53	6	
382	Darlington .....	7 20	9 45	12 50	2 15	4 5	5 25	7 50	..	12 30	..	..	..	8 15	..	..	..	..	5 25	7 20	..	12 30	..	..	9 0	6 64	0	
412	Croft .....	7 30	9 51	1 0	..	4 15	..	..	..	..	..	..	..	8 30	..	..	..	..	7 30	..	..	..	..	..	10 0	7 0	4	
442	Dalton Junction..	7 40	10 1	1 10	..	4 25	..	..	..	..	..	..	..	8 35	..	..	..	..	7 35	..	..	..	..	..	..	..	..	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23

		morn	morn	aft.	aft.	aft.	aft.				morn	mrn		aft.	aft.						mrn		s.d.	s.d.	s.d.
462	Cowton .....	7 45		1 15		4 25						8 40			7 40										
582	Northallerton ..	8 5	10 18	1 25		4 40	5 55					8 55			5 53	7 55							11 0	8 05	0
562	Otterington .....	8 12		1 34		4 48						9 3			8 5								12 6	9 05	9
612	Thirsk .....	8 25	10 35	1 43		5 0	6 10					9 15			6 10	8 15							13 6	9 66	0
652	Sessay .....	8 38	10 43	1 54		5 13						9 28			8 28								14 6	10 66	6
672	Pillmore Junction	8 45		2 0			6 23					9 35			8 35								15 6	11 07	0
702	Raskelf .....	8 51		2 5		5 25						9 40			8 40								16 6	11 67	6
722	Alne, Easingwold	8 55	10 58	2 9		5 30	6 37					9 45			6 37	8 45							17 6	12 07	6
732	Tollerton .....	9 0		2 12		5 35						9 50			8 50								18 0	12 68	0
772	Shipton .....	9 11		2 20		5 46						10 0			9 0								18 6	13 08	6
832	York..... arrival	9 30	11 40	2 40	3 40	6 5	7 0				1 55	10 15			7 0	9 15					1 55		20 0	14 09	0
1252	Scarborough ar.	2 0	2 0	7 15	7 15																				
1342	Hull.....	12 15	2 45	5 40		9 0					6 50											6 50			
1082	Normanton .....	11 0	1 5	4 30	4 40		8 10				3 0				8 10							3 0			
1142	Leeds 98 L&T.	11 20	1 20	4 40		8 0	8 20								8 20										
1592	Manchester Vic.St.	1 45	3 50	7 30	7 30						8 30				11 5							8 30			
1692	L'pool. Via Bury	3 10	5 15	9 0	9 0						10 10											10 10			
1862	Sheffield .....	12 20	2 40	6 15			9 40				4 15				9 40										
1962	Derby .....	1 40	3 30	8 0			10 47				5 20				10 47							5 20			
1122	Birmingham ..	3 50	6 10	10 15			1 0				10 20				1 0							10 0			
2004	Leicester .....	3 15	5 5	9 50	7 15		12 12				6 50				12 12							8 30			
2042	Rugby .....	4 15	6 0	10 50	7 55		1 0				7 40				1 0							9 30			
2032	London .....	7 45	9 5		10 30		4 30				10 45				4 30							1 15			



Chas. F. Davidson, Manager.

EDINBURGH, BEXWICK, NEWCASTLE, & LONDON.—North British.

Miles.	STATIONS.	Week Days.									Sundays.			FARES.		
		1,2,3	1 class	1,2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1st	2nd	3rd
		gov.	Exp.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	s. d.	s. d.	s. d.
3	Edinburgh .....	8 0	9 45	11 0	2 40	2 38	4 0	6 0	8 30	11 0	6 0	6 0	6 0	0 6	0 4	0 3
6	Portobello .....	8 8	..	..	2 38	4 8	..	..	8 25	..	6 7	..	..	0 6	0 4	0 3
10	Inveresk .....	8 16	..	11 12	2 46	4 16	6 15	..	8 45	..	6 15	..	..	0 10	0 8	0 6
13	Tranent .....	8 25	..	11 20	2 54	4 26	6 25	..	8 55	..	6 25	..	..	1 10	1 4	0 10
18	Longniddry .....	8 35	..	11 26	3 3	4 35	6 33	..	9 5	..	6 33	..	..	2 6	1 10	1 3
18	Haddington arr. Do. dep. for Berwick	8 50 8 10	.. ..	11 50 11 10	3 15 ..	4 50 4 20	6 45 6 15	.. ..	9 20 8 50	.. ..	6 45 6 15	.. ..	.. ..	3 0	2 0	1 6
17	Drem .....	8 47	..	11 33	..	4 48	6 40	..	9 15	..	6 40	..	..	3 6	2 6	1 8
23	Linton .....	9 3	..	11 45	..	5 4	6 52	..	9 30	..	6 52	..	..	4 6	3 4	2 3
29	Dunbar .....	9 20	10 30	11 55	..	5 20	7 5	..	9 45	..	7 5	..	..	5 6	4 0	2 10
37	Cockburnspath .....	9 40	..	12 12	..	5 40	7 24	..	10 5	..	7 24	..	..	7 4	5 3	3 6
41	Grant's House .....	9 54	..	12 22	..	5 55	7 35	..	10 18	..	7 35	..	..	8 3	6 0	3 10
46	Reston .....	10 6	..	12 30	..	6 8	7 47	..	10 30	..	7 47	..	..	9 0	7 4	4 8
50	Ayton .....	10 16	..	12 38	..	6 20	7 56	..	10 40	..	7 56	..	..	10 0	7 3	4 8
58	Berwick arrival	10 35	11 15	12 55	..	6 40	8 10	..	11 0	12 55	8 10	..	..	11 6	8 6	6 0
—	Newcastle. arr.	1 45	1 5	3 30	..	..	10 45	..	3 30	10 45	..	..	..	26	0 18	0
—	York .....	6 5	3 40	7 0	..	..	1 55	..	7 0	1 55	..	..	..	7 4	0 33	0
—	London. .... arr.	..	10 14	4 30	..	..	10 45	..	..	4 45	1 30	..	..	77	6 56	0

Call at Inverewick and Burnmouth. Calls at East Fortune and East Fortune on Fridays.  
at Inverewick and East Fortune. Calls at Inverewick and East Fortune on Fridays.  
Carries 2nd class passengers between Edinburgh and Newcastle. Passengers to and from Haddington change carriages at Longniddry, except by the trains marked thus.

Ambergate to Matlock, Bakewell, and Chatsworth, 7 55 morn., 1 4 45 aft., and 9 25 aft.  
Sundays to Matlock and Rowsley only, at 10 20 morn., and 6 4 aft.  
Rowsley to Matlock and Ambergate, 8 55 morn., 12 13 40, 6 40, and 8 55 aft. Sundays, 9 25 morn., and 4 8 aft.  
Omnibus leaves Chatsworth or Bakewell half an hour previous to the departure of each train on week days.

BUXTON, MATLOCK, AND MIDLANDS JUNCTION.

Come into operation on the 4th instant.

Miles from Berwick.	STATIONS.	Week Days.									Sundays.			FARES.		
		1,2 cl	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1st	2nd	3rd
		gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	s. d.	s. d.	s. d.
—	London. .... dep.	10 0	..	..	..	9 0	..	9 30	10 0	..	9 0	..	..	..	..	..
—	York .....	7 50	..	..	..	5 55	..	3 40	7 50	..	5 55	..	..	..	..	..
—	Newcastle. dep.	11 30	..	..	..	7 0	9 30	1 30	6 20	11 30	..	9 30	..	..	..	..
—	Berwick. .... dep.	2 25	6 30	..	..	9 45	12 5	4 30	8 15	2 25	8 0	12 5	4 30	1 3	0 10	0 8
7	Ayton .....	..	6 45	..	10 0	12 20	4 56	..	..	8 18	..	4 50	..	5 4	2 0	1 6
11	Reston .....	..	6 58	..	10 12	12 28	5 4	..	..	8 30	..	5 40	..	5 15	3 0	2 0
16	Grant's House .....	..	7 10	..	10 24	12 38	5 16	..	..	8 42	..	5 28	..	5 40	3 0	2 0
21	Cockburnspath .....	..	7 22	..	10 35	12 48	5 28	..	..	8 55	..	5 50	..	5 50	3 0	2 10
29	Dunbar .....	3 40	7 45	..	10 55	1 5	5 50	9 0	..	9 15	..	6 5	5 6	5 5	3 0	2 10
34	Linton .....	..	8 0	..	11 10	1 15	6 5	..	..	9 30	..	6 5	5 6	5 5	3 0	2 10
40	Drem .....	..	8 15	..	11 25	1 26	6 20	..	..	9 45	..	6 20	8 0	5 9	4 4	3 3
44	Longniddry .....	..	8 25	9 25	11 35	1 35	6 30	..	..	9 55	..	6 30	8 9	6 6	4 4	3 3
49	Haddington arr. Ditto dep. for Edin.	8 50 8 10	.. ..	11 50 11 10	1 50 1 20	6 45 6 15	.. ..	.. ..	10 10 9 40	.. ..	6 45 6 15	.. ..	.. ..	9 0	6 9	4 6
48	Tranent .....	..	8 34	9 34	11 45	1 42	6 40	..	..	10 5	..	6 40	9 6	7 0	4 6	3 6
51	Inveresk .....	..	8 43	9 42	11 55	1 50	6 50	..	..	10 15	..	6 50	10 0	7 6	5 0	4 6
55	Portobello .....	..	8 52	9 50	12 7	..	7 2	..	..	10 27	..	7 21	11 0	8 0	5 0	4 6
58	Edinburgh. .... arr.	4 55	9 0	9 57	12 15	2 5	7 10	9 45	4 55	10 35	2 5	7 10	11 6	8 6	6 6	0

Res. Eng., F. M. Young.

LEEDS, BRADFORD, SKIPTON, & COLNE.—Midland.

Sec., S. Gatliffe.

Miles.	Leeds to Colne.	Week Days.									Sundays.			FARES.		
		morn	Mail	Exp	morn	morn	morn	morn	aft.	Ex.	aft.	aft.	aft.	gov.	gov.	gov.
		gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.
1	Leeds. .... dep.	6 0	7 0	8 0	9 0	10 0	11 0	11 45	1 30	3 0	4 0	5 0	6 0	7 15	8 30	9 50
1	Armley .....	..	..	..	9 5	10 5	..	11 45	1 35	..	4 5	5 5	6 5	7 20	8 35	9 55
3	Kirkstall .....	6 9	7 7	8 8	9 10	10 11	11 53	1 39	3 8	4 4	5 9	6 9	7 9	7 24	8 39	9 58
4	Newlay .....	6 14	..	..	9 14	10 14	11 58	1 44	..	4 14	5 14	6 14	7 14	7 28	8 43	9 43
5	Calverley .....	6 17	..	8 14	9 17	10 17	11 62	2 1	3 14	4 17	5 17	6 17	7 17	7 32	8 46	9 46
7	Apperley .....	6 28	7 14	8 18	9 23	10 23	11 22	1 8	1 53	3 18	4 23	5 23	6 23	7 37	8 52	9 52
11	Shipley .....	6 30	7 20	8 24	9 30	10 30	11 30	1 12	2 0	3 24	4 30	5 30	6 30	7 44	9 10	10 10
13	Bradford .....	6 40	7 30	8 35	9 40	10 40	11 40	1 25	2 10	3 35	4 40	5 40	6 40	7 55	9 10	10 10
—	Bradford. .... dep.	6 30	7 20	8 20	9 30	..	..	12 15	..	3 20	..	5 30	..	..	9 0	..
2	Shipley .....	6 36	7 26	8 26	9 36	..	..	12 21	..	3 26	..	5 36	..	..	9 6	..
6	Bingley .....	6 44	7 35	8 32	9 44	..	..	12 28	..	3 32	..	5 44	..	..	9 14	..
9	Kelghley .....	6 52	7 43	8 40	9 52	..	..	12 34	..	3 38	..	5 52	..	..	9 23	..
12	Steeeton .....	7 0	7 50	8 40	..	..	..	12 42	..	3 45	..	6 0	..	..	9 30	..
13	Kildwick .....	7 4	7 54	8 10	..	..	..	12 45	..	3 50	..	6 5	..	..	9 35	..
16	Cononley .....	7 8	7 58	..	10 10	..	..	12 50	..	..	..	6 10	..	..	9 40	..
18	Skipton .....	7 15	8 10	9 0	..	..	..	1 0	..	4 5	..	6 20	..	..	9 50	..
22	Elsalack .....	7 25	..	..	10 30	..	..	1 12	..	..	..	6 34	..	..	10 0	..
23	Thornton .....	7 30	..	9 10	..	..	..	1 15	..	4 15	..	6 38	..	..	10 5	..
24	Earby .....	7 35	..	..	10 40	..	..	1 20	..	..	..	6 43	..	..	10 10	..
27	Foulridge .....	7 45	..	..	10 45	..	..	1 30	..	..	..	6 50	..	..	10 16	..
29	Colne .....	8 0	..	9 30	11 0	..	..	1 45	..	4 40	..	7 5	..	..	10 30	..

Miles.	Colne to Leeds.	M. Crabtree, Manager.										Week Days.										Fares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		morn.					noon.					aft.					Mail.					Exp.		aft.		morn.		1 cls.		2 cls.		3 cls.		4 cls.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		gov.	gov.	morn.	morn.	morn.	gov.	gov.	noon.	noon.	noon.	gov.	gov.	aft.	aft.	aft.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.



# BOROUGHBRIDGE BRANCH.—York, Newcastle, and Berwick.

DOWN.		Week Days.					UP.		Week Days.					Fares.			
		1	2	3	4	5			1	2	3	4	5	1st class	2nd class	3rd class	4th class
Leave		aft.	morn	morn	morn	morn	Leave		morn	morn	morn	aft.	aft.	s. d. s. d. s. d. s. d.			
London .....	9 0	..	..	..	6 4	9 ..	Boroughbridge	6 5	8 20	11 50	1 40	5 40	..	..	..	..	..
	morn	..	..	..	aft.	..	Brufferton	6 17	8 32	12 0	1 52	5 50	..	..	0 9	6 0	4 ..
York .....	5 35	..	11 45	..	5 15	..	Pillmoor Junction	6 25	8 40	12 5	1 58	5 55	..	..	1 31	0 0	9 0 6
Newcastle .....	5 30	..	11 0	4 0	..	..	Arrive at										
Darlington .....	7 20	..	12 50	5 25	..	..	Darlington .....	7 38	..	1 25	..	7 15	..	..	8 65	6 3	6 2 10
Pillmoor Junction arr	6 33	8 45	12 10	2 56	23	..	Newcastle .....	9 0	..	3 0	..	9 0	..	..	..	..	..
Brufferton .....	6 41	8 53	12 18	2 13	6 31	..	York .....	9 30	..	2 35	7 0	..	..	..	5 63	6 2	6 1 10
Boro'bridge .....	6 55	9 5	12 30	2 25	6 45	..	London .....	aft.	..	..	morn	..	..	..	..	..	..
									7 15	..	4 15	..	..	..	..	..	..

On Sundays—from Newcastle to Boroughbridge at 6½ morn., 4 & 5½ aft.; from York at 6½ morn. and 5½ aft. From Boroughbridge to Newcastle at 6½ morn and 5½ aft., to York at 9 10 morn., 5½ and 8 10 aft.

# HARTLEPOOL BRANCH.—York, Newcastle, and Berwick.

DOWN.		Week Days.					Sundays		UP.		Week Days.					Sundays	
		aft.				morn	aft.					morn	morn	aft.	aft.	a.m.	aft.
London		9 0	0	..	..	6 4	9 0	..	Hartlepool.....	dep	7 5	10 40	3 50	5 55	..	6 45	5 43
		morn	..	..	..	aft.	..	..	Castle Eden	..	7 28	11 0	4 10	6 15	..	7 10	6 10
York		5 55	5 55	9 15	2 15	5 20	6 30	5 30	Wingate	..	7 30	11 5	4 12	6 20	..	7 10	6 10
Darlington	dep.	7 33	7 45	11 10	4 10	7 15	8 25	7 25	Trimdon	..	7 35	11 10	4 16	6 25	..	7 15	6 15
Durham		8 45	8 45	11 40	4 33	6 40	7 10	6 40	Coxhoe.....	..	7 45	11 21	4 26	6 38	..	7 25	6 28
Newcastle		8 15	8 15	11 0	4 0	6 0	6 30	5 30	Ferry Hill.....	arr.	7 55	11 40	4 40	6 55	..	7 40	6 40
Sunderland		8 08	0 11	0	4	6 0	6 30	5 30									
Shields		8 08	0 11	0	4	6 0	6 30	5 30	Durham	..	8 30	12 20	5 26	8 25	..	9 35	8 35
Ferry Hill		9 18	9 18	12 15	5 57	45	9 5	8 5	Newcastle	..	9 0	1 0	6 0	9 0	..	10 15	9 15
Coxhoe	arr.	9 25	9 25	12 27	5 27	7 57	9 18	8 18	Sunderland	..	9 0	1 0	6 0	9 0	..	10 35	9 35
									Shields	..	9 0	1 0	6 0	9 0	..	10 35	9 35
Trimdon		9 38	9 38	12 40	5 40	8 10	9 33	8 33	Darlington	..	9 45	12 50	5 25	7 50	..	8 20	7 20
Wingate		9 40	9 40	12 45	5 42	8 15	9 35	8 35	York	..	11 40	2 40	7 0	..	..	10 15	9 15
Castle Eden		9 43	9 43	12 50	5 45	8 20	9 38	8 38									
Hartlepool	arr.	10 10	10 10	1 15	6 10	8 45	10 1	9 1	London	..	9 0	..	4 30	..	..		

# BEDALE BRANCH.

Northallerton to Leeming Lane at 8 10 and 10 35 morn., 1½, 3 35 & 6 40 aft.

SUNDAYS at 7 10 and 9 morn., 6 50 and 8 aft.

Leeming Lane to Northallerton at 6 30 and 9 45 morn., 12 25, 3 5 and 5½ aft.

SUNDAYS at 6 40 and 8½ morn., 5½ and 7½ aft.

Fares.—1s. 6d., 1s., 9d., & 6d.

# STOCKTON & DARLINGTON, Wear Valley, & Redcar Railways.

O. Gilkes, Sec. and Gen. Supt.

G. Stephenson, Passenger Supt.

E. Smith, Goods Supt.

Going West.		1&2	1&2	1&2	1&2	1&2	1&2	1&2	1&2	Sund.		Going East.		1&2	1&2	1&2	1&2	1&2	1&2	Sund.	
		morn	morn	aft	aft	aft	aft	aft	aft					morn	morn	aft	aft	aft	aft		
Hartlepool & Seaton dep	..	7 40	10 20	..	8 0	6 35	..	..	..	Mail	aft.	Cold Rowley .....	departure	..	..	..	..	..	..	..	..
Seaton .....	..	8 10	10 55	..	4 0	6 35	..	..	..	..	..	Waskerley Park .....	..	..	..	..	..	..	..	..	..
Lazenby .....	..	..	..	..	..	..	..	..	..	..	..	Tow Law .....	..	..	..	..	..	..	..	..	..
Cleveland Port .....	..	..	..	..	..	..	..	..	..	..	..	Crook .....	..	..	..	..	..	..	..	..	..
diddlesborough .....	6 30	8 20	11 15	1 20	4 25	7 0	7 30	..	..	..	..	Beechburn .....	..	..	..	..	..	..	..	..	..
Newport .....	6 55	..	..	..	..	..	..	..	..	..	..	Stanhope to Frostly. (by Coach)	..	..	..	..	..	..	..	..	..
Stockton .....	6 30	8 30	11 25	1 30	4 40	7 10	7 40	..	..	..	..	Wolsingham .....	..	..	..	..	..	..	..	..	..
Yarm .....	6 40	8 40	11 35	1 40	4 50	7 20	..	..	..	..	..	Witton .....	..	..	..	..	..	..	..	..	..
Middleton and Dinsdale .....	6 30	8 48	11 45	1 50	5 0	7 30	..	..	..	..	..	Junction .....	..	..	..	..	..	..	..	..	..
Darlington .....	7 0	8 57	11 55	2 0	5 10	7 40	..	..	..	..	..	Etherley .....	..	..	..	..	..	..	..	..	..
Darlington .....	..	9 0	12 0	2 15	5 20	7 50	..	..	..	..	..	Bishop Auckland .....	..	..	..	..	..	..	..	..	..
Aycliffe & Heighington .....	..	9 8	12 8	2 25	5 28	8 0	..	..	..	..	..	St. Helens (by Bus) .....	..	..	..	..	..	..	..	..	..
Shildon .....	..	9 15	12 20	2 35	5 38	8 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bishop Auckland .....	..	9 30	12 30	2 45	5 48	8 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Helens (by Bus) .....	..	9 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Etherley .....	..	9 38	12 38	2 50	5 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Junction .....	..	9 40	12 40	2 53	6 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Witton .....	..	9 45	..	..	6 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wolsingham .....	..	10 0	..	..	6 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frosterley .....	..	10 15	..	..	6 35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stanhope .....	..	10 40	..	..	6 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Beechburn .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Crook .....	..	9 10	9 55	12 50	3 10	6 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tow Law .....	..	..	..	..	..	6 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Waskerley Park .....	..	..	..	..	..	7 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cold Rowley .....	..	..	..	..	..	7 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Additional trains from Middlebrough to Stockton, 7 20 & 9 50 a.m.; 12½, 3, and 5½ p.m. Stockton to Middlebrough, 6 50 and 10½ a.m.; 1 20, 4, & 6½ p.m.  
A Market Train leaves Stockton for Redcar on Wednesdays, at 2½ p.m.

Sec., A. Bassett, Stockton-on-Tees. STOCKTON AND HARTLEPOOL AND CLARENCE. Manager, R. Robinson.

# Stockton to Hartlepool.

# Hartlepool to Stockton.

STATIONS.		Week Days.					STATIONS.		Week Days.				
Trains leave		morn	morn	aft.	aft	..	Trains leave		morn	morn	aft.	aft	..
Newcastle .....		7 50	11 50	2 0	5 5	..	W. Hartlepool .....		7 40	10 20	3 0	7 0	..
Darlington via Stockton ..		..	..	..	..	..	Seaton .....		7 45	10 25	3 5	7 5	..
Coxhoe .....		..	8 40	..	4 40	..	Greatham .....		7 55	10 35	3 15	7 15	..
Ferryhill .....		..	9 20	..	4 58	..	Billingham .....		8 0	10 45	3 20	7 25	..
Sedgefield .....		..	9 35	..	5 15	..	Port Clarence, arr		9 20	11 5	3 45	7 45	..
Stockton .....		..	10 15	..	5 50	..	Stockton .....		8 20	11 5	3 45	7 45	..
Stockton .....		8 45	12 30	4 0	6 0	..	Sedgefield .....		7 10	..	3 30	..	..
Port Clarence .....		8 35	12 20	3 50	5 50	..	Ferryhill .....		7 50	..	4 10	..	..
Billingham .....		9 0	12 50	4 20	6 20	..	Coxhoe .....		8 10	..	4 25	..	..
Greatham .....		9 10	1 0	4 30	6 30	..	Darlington .....		9 0	11 55	5 10	..	..
Seaton .....		9 20	1 10	4 40	6 35	..	Newcastle .....		9 35	..	6 0	..	..
West Hartlepool .....		9 25	1 15	4 45	6 45	..							

Return Tickets (1 & 2 class) by the second train from W. Hartlepool on Wednesdays, and all the stations on Stockton, and return by any train.  
A Market Train leaves Bys Green at 8½, and Coxhoe at 8½ morn., for Stockton, every Saturday and returns at 3½ aft.—Fare 6d.  
A Coach leaves Stockton for Whiffy, Stanhope, &c., at all morn.



Sec. John Adamson, Forth, Newcastle-on-Tyne. **NEWCASTLE AND CARLISLE—60 Miles.** Chief Agent, John Challoner  
Length of Line from Carlisle Canal to Newcastle 60½ miles. Traffic Supt., J. Chaner.

Miles.	Going west					Sundays.		Fares		Going East.					Sunday.	
	1	2	3	4	5	morn	aft.	s.d.	s.d.	1	2	3	4	5	morn	aft.
1	Trains from	mn	mn	mn	mn	mn	mn	s.d.	s.d.	Trains leave	mn	mn	mn	mn	mn	mn
1	Newcastle	6 0	10 0	1 30	4 06	8 0	5 0	..	..	Carlisle	6 0	7 45	12 15	4 15	5 45	8 20 5 0
2	Gateshead	..	9 50	1 20	3 50	..	..	..	..	Scotby	6 5	7 50	..	4 20	5 49	8 25 5
2	Scotwood	6 6	10 1	1 37	4 76	8 7	5 7	..	0 9 0 4	Wetherall	6 12	7 57	12 22	4 27	5 55	8 32 5 12
2	Derwenthaugh	..	10 1	1 35	4 56	..	..	..	0 9 0 4	How Mill	6 20	8 5	..	4 35	6 3	8 40 5 20
4	Blaydon	6 13	10 15	1 45	4 15	8 15	5 15	..	1 0 0 6	Milton	6 34	8 18	12 40	4 50	6 15	8 55 5 35
6	Ryton	6 20	10 22	1 52	4 23	8 22	5 22	..	1 0 0 10	Low Row	6 42	8 25	..	4 58	6 22	9 05 43
8	Wylam	6 27	10 30	1 59	4 32	8 30	5 30	..	1 6 1 2	Rose Hill	6 54	8 35	12 55	5 10	6 32	9 15 5 55
10	Prudhoe	6 33	10 37	2 5	4 40	8 37	5 37	..	2 0 1 6	Greenhead	6 59	8 40	1 05	5 16	6 37	9 20 6 0
13	Stocksfield	6 40	10 45	2 12	4 47	8 45	5 45	..	2 6 1 10	Haltwhistl.	7 8	8 49	1 10	5 25	6 48	9 30 6 10
15	Riding Mill	6 46	10 52	2 18	4 54	8 52	5 52	..	2 10 2 2	Bardon Mill	7 18	8 58	1 20	5 35	6 58	9 40 6 20
17	Corbridge	6 52	10 59	2 24	5 0	9 0	6 0	..	3 3 2 6	Haydn Bdg	7 32	9 11	1 35	5 50	7 15	9 55 6 35
20	Hexham	7 6	11 13	2 37	5 15	9 13	6 13	..	3 10 3 0	Fourstones	7 42	9 21	1 45	6 07	7 30	10 5 6 45
24	Fourstones	7 14	11 23	2 45	5 25	9 23	6 23	..	4 6 3 6	Hexham	7 56	9 35	2 06	6 17	7 38	10 10 7 0
28	Haydn Bdg	7 30	11 38	3 05	5 40	9 38	6 38	..	5 3 4 0	Corbridge	8 6	9 45	2 18	6 25	7 46	10 30 7 10
32	Bardon Mill	7 39	11 47	3 15	5 50	9 48	6 48	..	6 0 4 7	Riding Mill	8 13	9 52	2 24	6 32	7 52	10 37 7 17
36	Haltwhistl.	7 54	12 3	3 24	6 7	10 5	7 5	..	6 10 5 4	Stocksfield	8 21	10 0	2 26	6 40	8 0	10 45 7 25
40	Greenhead	8 1	12 8	3 31	6 15	10 13	7 13	..	7 6 5 10	Prudhoe	8 28	10 7	2 33	6 47	8 6	10 52 7 32
42	Rose Hill	8 7	12 15	3 37	6 22	10 20	7 20	..	8 0 6 0	Wylam	8 36	10 15	2 39	6 53	8 13	11 0 7 40
46	Low Row	8 15	..	3 45	6 29	10 28	7 28	..	8 6 6 7	Ryton	8 43	10 22	2 39	7 28	8 19	11 7 7 47
49	Milton	8 30	12 35	4 06	6 45	10 45	7 45	..	9 0 7 0	Blaydon	8 55	10 35	2 50	7 15	8 30	11 20 8 0
52	How Mill	8 40	..	4 10	6 59	10 55	7 55	..	9 10 7 6	Derwenthaugh	9 0	10 40	2 55	7 20	8 35	..
55	Wetherall	8 50	12 47	4 20	7 59	11 5	8 5	..	10 6 8 0	Scotwood	9 10	10 40	2 55	7 20	8 35	11 25 8 5
57	Scotby	8 55	..	4 25	7 10	11 10	8 10	..	10 9 8 3	Gateshead	9 15	10 55	3 10	7 35	8 50	..
59	Carlisle	9 0	1 0	4 30	7 15	11 15	8 15	..	11 0 8 6	Newcastle	9 10	10 50	3 10	7 30	8 45	11 35 8 15

Nos. 2 west, and 3 east are mail trains; and on Sundays, the 5 p.m. west, and 8 20 a.m. east are mails.  
\* Third class carriages attached to these trains. Fare one penny per mile.

Sec. J. S. Yeats, Jun.

**MARYPORT AND CARLISLE, AND WHITEHAVEN JUNCTION.**

Miles.	Up Trains.					SUNDAYS.		Fares.		Miles.	Down Trains.					SUNDAYS.		Fares.	
	1	2	3	4	5	1st	2nd	3rd	class		1	2	3	4	5	1st	2nd	3rd	class
1	LEAVE	mn	mn	mn	mn	mn	mn	mn	mn	1	LEAVE	mn	mn	mn	mn	mn	mn	mn	mn
1	Whitehaven	7 0	9 20	1 45	4 20	8 0	6 0	..	..	1	Carlisle	6 25	9 30	2 30	6 30	8 0	6 0	..	..
15	Cockermouth dep.	..	9 10	1 30	6 10	7 45	5 45	3 0	2 21	4 11	Wigton	7 0	9 57	3 57	5 8	8 35	6 35	2 41	11 11
7	Workington	7 24	9 44	2 9	6 44	8 24	6 24	1 6	1 20	7 19	Aspatria	7 25	10 15	3 30	7 30	9 07	6 4	13 31	8
12	Maryport	7 40	10 0	2 23	7 5	8 40	6 40	2 6	2 01	0 27	Maryport	7 55	10 40	4 0	8 10	9 30	7 30	5 64	6 2
20	Aspatria	8 10	10 30	2 46	7 35	9 10	7 10	4 13	3 1	8 32	Workington	8 11	10 53	4 16	8 26	9 46	7 46	6 45	2 2
24	Wigton	8 35	10 55	3 48	0	9 35	7 35	5 9	4 72	4 41	Cockermouth arr	8 41	11 23	..	9 0	10 16	8 16	7 106	0 3 5
40	Carlisle arrival	9 10	11 30	3 33	8 35	10 10	8 10	6 0	6 3	4 39	Whitehaven arr	8 55	11 17	4 40	8 50	10 10	8 10	7 66	2 3

Extra Trains.—} WHITEHAVEN to MARYPORT, at 11½ a.m. and 2½ p.m.  
 } MARYPORT to WHITEHAVEN, at 12½ and 4 30 p.m.  
 To Cockermouth at 7 and 9 20 a.m.; 1½, 2½, and 6 20 p.m. on week days  
 From Cockermouth at 7½ and 9 10 a.m.; 12 29 and 6 10 p.m. on week days.

**YORK & HARROGATE.—York and North Midland.**

Miles.	DOWN.					Fares		Miles.	UP.				
	1	2	3	4	5	1st	2nd		1	2	3	4	5
1	Stations.	gov.	class.	class.	class.	1st	2nd	1	Stations.	gov.	class.	class.	class.
1	London.....dep.	mn	mn	mn	mn	s.d.	s.d.	1	Harrogate....dep.	mn	mn	mn	mn
1	Derby.....	6 0	12 30	4 0	..	..	..	3	Sporforth.....	9 15	2 30	6 0	..
1	Normanton.....	6 0	12 30	4 0	..	..	..	5	Wetherby.....	9 27	2 42	6 15	..
1	York.....	10 30	3 45	6 30	..	..	..	8	Thorp Arch.....	9 43	2 57	6 29	..
11	Church Fenton dep.	11 0	4 10	7 13	..	2 62	0 1	11	Newton.....	9 48	3 2	6 34	..
14	Stutton.....	11 6	4 16	7 19	..	3 02	0 1	12	Tadcaster.....	9 53	3 6	6 41	..
15	Tadcaster.....	11 10	4 20	7 20	..	3 02	0 1	12	Stutton.....	9 59	3 10	6 45	..
17	Newton.....	11 15	4 25	7 26	..	3 02	0 1	12	Church Fenton...	10 5	3 15	6 51	..
19	Thorp Arch.....	11 20	4 30	7 33	..	3 62	6 2	27	York.....arr.	10 30	3 40	7 30	..
21	Wetherby.....	11 25	4 35	7 38	..	4 03	0 2	29	Normanton.....	11 0	4 30	8 10	..
24	Sporforth.....	11 35	4 45	7 50	..	5 04	6 3	92	Derby.....	1 40	8 0	10 50	..
27	Harrogate.....arr.	11 50	5 0	8 5	..	6 05	0 4	122	London.....	7 30	10 4	4 30	..

**RICHMOND, YORK, & DARLINGTON.—York, Newcastle, and Berwick.**

Richmond to Darlington.	SUNDAYS.				FARES.		Darlington to Richmond.	SUNDAYS.				FARES.	
	1	2	3	4	1 cl.	2 cl.		1	2	3	4	1 cl.	2 cl.
Trains leave	mn	mn	mn	mn	s.d.	s.d.	Trains leave	mn	mn	mn	mn	s.d.	s.d.
Richmond	6 40	12 15	4 35	6 30	6 45	4 35	Newcastle	5 30	11 04	0 4	..	6 30	4 05
Richmond Bridge	6 50	12 25	4 45	6 40	6 55	4 45	Darlington	7 35	1 10	5 30	..	8 20	5 30
Seorton	6 55	12 30	4 50	6 45	7 0	4 50	York	5 55	11 45	3 45	5 20	6 30	5 30
Moulton	6 59	12 34	4 54	6 49	7 4	4 54	Dalton	7 45	1 27	5 45	7 3	8 39	5 45
Delton	7 10	12 45	5 7	0	7 15	5 6	Moulton	7 52	1 34	5 52	7 8	8 45	5 52
Darlington arr	7 25	1 05	20 7	0	7 30	5 20	Seorton	7 56	1 38	5 56	7 12	8 50	5 56
York	9 30	2 35	0 7	..	10 15	7 09	Catterick Bridge	8 1	1 43	6 17	17	9 54	6 17
Newcastle	9 0	3 0	..	9 0	10 15	7 15	Richmond arr	8 15	1 55	6 15	27	9 56	6 15

H. Jacob, Sec. & Manager.

**COCKERMOUTH & WORKINGTON.—8½ Miles.**

From Cockermouth to Workington at 7½ & 9 10 morn., 12 20, 1 30, and 6 10 aft. On SUNDAYS at 7½ morn., and 5½ aft.  
 From Workington to Cockermouth at 8 11, & 10 53 morn., 2 10, 6½ and 8½ aft. On SUNDAYS at 9 46 morn., & 7 46 aft.

All the trains call at Camerton, Broughton, and Brigham stations

Fares.—Cockermouth to Workington, first class, 1s. 8d.; second class, 1s.; 2d.; third class, 8½d.



**EDINBURGH, NEWCASTLE, YORK, LEEDS, SELBY & HULL.**—York and North Midland.  
 Sec., Wm. Gray, Junr., York. Manager, Peter Clarke. Res. Eng., Thos. Cabrey.

Miles.	York to Leeds, Normanton, Selby, and Hull.	WEEK DAYS.										Up.		SUNDAYS.						Fares.			
		1&2	2,4	1	2	3	1	2	3	1	2	1	2	3	1	2	3	4	1st	2nd	3rd	4th	
		Mail	class.	class.	fast.	class.	Exp.	class.	Mail			Mail	class.	class.	Mail				class.	class.	class.	class.	
—	Edinburgh .....	dep.	6 0	..	..	..	..	9 45	11 0	..	..	..	..	..	..	6 0	..	11 0	..	s. d.	s. d.	s. d.	s. d.
—	Newcastle .....	dep.	11 5	..	5 30	8 15	11 0	11 15	2 15	4 0	..	..	..	..	11 5	..	4 0	..	..	..	..	..	
4	York .....	dep.	2 10	7 25	9 50	12 5	3 10	4 10	6 30	7 20	..	..	..	..	2 10	7 40	6 15	7 20	..	..	..	..	
7 3	Copmanthorpe .....	arr.	..	7 33	..	..	3 18	6 38	..	..	..	..	..	..	..	7 48	6 23	..	..	1 00	90	60	34
9	Bolton Percy .....	..	..	7 45	..	..	3 26	6 50	..	..	..	..	..	..	..	8 06	6 35	..	..	1 01	30	90	74
11	Ulfeskelf .....	..	..	7 50	..	..	3 30	6 55	..	..	..	..	..	..	..	8 06	6 40	..	..	2 01	61	90	81
13	Church Fenton .....	..	..	7 58	10 20	..	3 40	7 10	..	..	..	..	..	..	..	8 16	6 48	..	..	2 02	61	60	104
15	Sherburn .....	..	..	8 5	10 25	..	3 45	7 10	..	..	..	..	..	..	..	8 20	6 55	..	..	3 02	61	61	04
16	Junction .....	..	..	8 12	10 35	12 35	3 55	7 17	..	..	..	..	..	..	..	8 27	7 2	..	..	3 02	62	61	03
16 1	Burton Salmon .....	..	..	8 20	10 40	12 40	4 0	7 25	..	..	..	..	..	..	..	8 36	7 10	..	..	3 02	62	61	44
20 1	Castleford .....	..	2 45	8 30	10 50	12 50	4 15	7 35	8 0	..	..	..	..	..	2 45	8 45	7 20	8 0	..	4 63	62	61	84
31	Leeds .....	..	..	8 55	11 20	1 20	4 40	..	8 0	8 20	..	..	..	..	..	9 10	7 45	8 20	..	5 64	63	62	06
23 1	Selby .....	..	..	8 30	10 55	1 30	4 20	..	7 40	..	..	..	..	..	..	8 45	7 30	..	..	3 63	62	61	104
53 1	Hull .....	..	..	9 50	12 15	2 45	5 40	..	9 0	..	..	..	..	..	..	10 0	8 50	..	..	9 67	65	64	3
2 44	Normanton .....	..	3 0	8 40	11 0	1 54	4 30	4 40	..	8 10	..	..	..	..	3 0	9 0	..	8 10	..	6 04	63	0	..

Miles.	Hull, Selby, Normanton & Leeds, to York.	WEEK DAYS.										Down.				SUNDAYS.				Fares.			
		1&2	2,4	1	2	3	1	2	1	2	3	1	2	3	1	2	1	2	3	1	2	3	4th
		Mail	class.	class.	class.	fast.	class.	Exp	class.	Mail	Gov					Mail	class.	class.	Mail	class.	class.	3rd	4th
—	Normanton .....	4 45	7 20	9 50	12 30	3 20	2 45	4 5	..	6 25	8 50	..	..	..	..	4 45	..	6 25	..	..	..	..	..
—	Hull .....	..	6 10	8 30	11 02	0	..	5 0	..	..	..	..	..	..	..	..	6 30	..	5 50	..	..	..	..
—	Selby .....	..	7 40	9 55	12 10	3 25	..	6 20	..	..	..	..	..	..	..	..	7 53	..	7 10	..	..	..	..
—	Leeds .....	4 30	7 20	9 40	12 10	3 5	..	6 5	..	..	..	..	..	..	..	4 30	7 40	6 15	..	..	..	..	..
—	Castleford .....	4 55	7 45	10 5	12 40	3 35	..	4 20	6 30	6 35	5	..	..	..	..	4 55	8 06	6 40	..	..	..	..	..
—	Burton Salmon .....	..	7 58	10 23	12 55	3 50	..	6 45	6 45	9 12	..	..	..	..	..	..	8 13	6 50	..	..	..	..	..
—	Junction .....	..	8 8 10 33	1 53	55	..	4 38	6 45	6 52	..	..	..	..	..	..	..	8 25	6 57	7 35	..	..	..	..
—	Sherburn .....	..	8 14 10 43	1 13	4 0	..	6 55	7 0	..	..	..	..	..	..	..	..	8 31	7 57	8 42	..	..	..	..
—	Church Fenton .....	..	8 20 10 50	1 20	4 10	..	7 07	7 5	..	..	..	..	..	..	..	..	8 37	7 10	48	..	..	..	..
—	Ulfeskelf .....	..	8 26	..	1 25	..	7 5	..	..	..	..	..	..	..	..	..	8 43	7 15	54	..	..	..	..
—	Bolton Percy .....	..	8 30	11 51	1 30	..	7 8	7 15	9 30	..	..	..	..	..	..	..	8 47	7 19	58	..	..	..	..
—	Copmanthorpe .....	..	8 40	..	1 40	..	7 17	..	..	..	..	..	..	..	..	..	8 57	7 25	8 7	..	..	..	..
—	York .....	5 35	8 50	11 20	1 50	4 35	3 25	5	07	30	7 30	9 50	..	..	..	5 35	9 10	7 30	8 20	..	..	..	..
—	Newcastle .....	9 0	1 0	3 6	0 9	0 6	0 9	11 0	11 0	..	..	..	..	..	..	9 0	..	11 0	..	..	..	..	..
—	Edinburgh .....	2 57	7 10	..	..	9 45	..	4 54	55	..	..	..	..	..	..	2 5	..	4 55	..	..	..	..	..

YORK & MARKET WEIGHTON.—York and North Midland.																			
Miles.	Stations.	DOWN.					Fares.					Miles.	Stations.	UP.					
		Gov.	1	2	3	1	2	3	4	Gov.	1			2	3	1	2	3	
			class.	class.	class.	class.	class.	class.	class.		class.			class.	class.	class.	class.	class.	class.
		morn	aft	aft	aft	1st	2nd	3rd	4th			morn	aft	aft	aft	s. d.	s. d.	s. d.	s. d.
—	York..... dep.	9 10	2 15	6 45	..	..	1 00	9 0	6 0	34	—	Market Weighton.. dep	7 30	10 30	5 30	..	..	..	..
3 1/2	Huntington .....	9 20	2 25	6 55	..	..	1 00	9 0	6 0	34	1 1/2	Shipton and Lonsdesbro' .....	7 34	10 34	5 34	..	..	..	..
6 1/2	Stockton .....	9 29	2 34	7 4	..	..	1 61	00	9 0	62	6	Burnby .....	7 43	10 43	5 42	..	..	..	..
—	Gate Helmsley.....	9 33	2 39	7 9	..	..	..	..	..	..	6	Pocklington .....	7 47	10 47	5 47	..	..	..	..
9	Stamford Bridge.....	9 36	2 42	7 12	..	..	2 01	61	00	10	10 1/2	Fangfoss .....	8 01	11 0	6 0	..	..	..	..
12 1/2	Fangfoss .....	9 46	2 52	7 22	..	..	2 62	01	61	04	13	Stamford Bridge.....	8 51	11 5	6 5	..	..	..	..
16 1/2	Pocklington .....	9 59	3 5	7 35	..	..	3 62	62	01	43	16	Gate Helmsley.....	8 11	8	6 8	..	..	..	..
—	Burnby .....	10 3	3 9	7 39	..	..	..	..	..	..	16 1/2	Stockton .....	8 18	11 18	6 18	..	..	..	..
21	Shipton and Lonsdesbro' .....	10 10	3 16	7 46	..	..	4 63	62	31	9	19 1/2	Huntington .....	8 28	11 28	6 28	..	..	..	..
23	Market Weighton.. arr.	10 20	3 25	7 55	..	..	5 63	62	61	11	23	York .....	8 40	11 40	6 40	..	..	..	..

A COACH for Beverley meets the arrival of the first train from York, and returns from Beverley in time for the last train to York.

\* On every York fortnight fair this train will leave at 6 a.m. instead of 7 30 a.m.

Market Weighton to Selby, 9 a.m., 2 and 5 1/2 p.m.; Selby to Market Weighton, 11 a.m., 4 20 and 7 40 p.m.

**SCARBOROUGH AND BRIDLINGTON BRANCH.**—York and North Midland.

UP.	Week Days.					Sundays.			DOWN.	Week Days.					Sundays.			Fares from Hull			
	Mail.					Mail.				Mail.					Mail.			1st Class	2nd Class	3rd Class	
	1	2	3	4	5	1	2	3		4	5	6	1	2	3	4	5	6	1st Class	2nd Class	3rd Class
	morn	morn	aft	aft	aft	aft	aft	aft		aft	aft	aft	aft	aft	aft	aft	aft	aft	s. d.	s. d.	s. d.
Scarbro' .. depart	9	0	2	0	5	0	..	..	Hull .....	8	15	12	30	3	30	6	15	..	..	..	
Seamer ..	9	8	2	8	5	9	..	..	Cottingham ..	8	30	12	40	3	40	6	25	..	..	..	
Cayton ..	9	13	2	13	5	14	..	..	Beverley ..	8	42	12	52	3	52	6	40	..	..	..	
Gristhorpe ..	9	17	2	17	5	19	..	..	Lockington ..	8	55	1	5	4	5	6	53	..	..	..	
Filey ..	9	22	2	22	5	25	..	..	Hutton Cranswick ..	9	3	1	14	4	14	7	1	..	..	..	
Hunmanby ..	9	28	2	28	5	33	..	..	Driffield ..	9	12	1	30	4	30	7	15	..	..	..	
Specton ..	9	38	2	38	5	45	..	..	Nafferton ..	9	18	1	35	4	35	7	20	..	..	..	
Bempton ..	9	45	2	45	5	53	..	..	Lowthorpe ..	9	23	1	40	4	40	7	25	..	..	..	
Marton, for Flambro ..	9	50	2	50	5	58	..	..	Burton Agnes ..	9	28	1	45	4	45	7	30	..	..	..	
Bridlington ..	8	15	10	15	3	06	15	3 0	Carnaby ..	9	37	1	53	4	53	7	37	..	..	..	
Carnaby ..	8	20	10	20	3	56	20	3 5	Bridlington ..	9	45	2	0	5	0	7	45	..	..	..	
Burton Agnes ..	8	30	10	30	3	16	28	3 13	Do. ....	10	15	3	10	6	15	..	..	..	..	..	
Lowthorpe ..	8	35	10	35	3	18	35	3 18	Marton, for Flambro ..	10	23	3	18	6	23	..	..	..	..	..	
Nafferton ..	8	40	10	40	3	23	42	3 23	Bempton ..	10	27	3	22	6	27	..	..	..	..	..	
Driffield ..	8	45	10	45	3	30	60	3 30	Specton ..	10	35	3	30	6	35	..	..	..	..	..	
Hutton Cranswick ..	8	54	10	54	3	39	0	3 39	Hunmanby ..	10	44	3	39	6	44	..	..	..	..	..	
Lockington ..	9	2	11	2	3	48	7	3 48	Filey ..	10	55	3	50	6	55	..	..	..	..	..	
Beverley ..	9	15	11	15	4	0	7	30	Gristhorpe ..	11	0	3	56	7	0	..	..	..	..	..	
Cottingham ..	9	25	11	25	4	10	7	40	Cayton ..	11	6	4	0	7	6	..	..	..	..	..	
Hull .. arrival about	9	45	11	40	4	30	7	55	Seamer ..	11	12	4	7	7	12	..	..	..	..	..	
									Scarbro' ..	arr. about	11	30	4	20	7	30	..	..	..	..	..



Every York Fortnight Fair (Thursday) from Matton at 11 A.M.

Miles.	Stations.	DOWN.							SUN-DAYS	Fares.			Miles.	Stations.	UP.							SUNDAYS.
		1 & 2 mail.	1,2,3 gov.	1,2,3 mn.	1,2,3 noon	1,2,3 aft	1,2,3 morn.	1 & 2 ml.gv	1st s.d.	2nd s.d.	3rd s.d.			1 & 2 gov.	1,2,3 mn.	1,2,3 aft	1,2,3 morn.	1 & 2 gov.	1 & 2 ml.gv			
	<b>York..... dep</b>	7	0	9	15	12	0	5	15	7	0		<b>Scarborough.... dep</b>	7	9	15	12	30	4	5		
42	Faxby .....	7	9	22	12	7	5	22	7	7	0		Seamer, for Whitby....	7	14	9	29	12	44	15		
92	Strensall .....	7	12	9	27	12	12	5	27	7	12	1	Ganton.....	7	26	9	27	12	52	26		
112	Flaxton .....	7	20	33	12	19	5	33	7	20	2	0	Sherburn.....	7	30	9	41	12	56	35		
151	Barton .....	7	25	9	40	12	25	5	40	7	25	2	Heslington.....	7	35	9	50	1	14	38		
16	Kirkham .....	7	35	9	50	12	35	5	50	7	35	3	Knapton .....	7	43	9	54	1	9	41		
211	Castle Howard .....	7	39	9	54	12	39	5	54	7	39	3	Rillington from Scarbro'	7	52	10	3	1	18	45		
211	Hutton .....	7	45	10	10	12	45	5	10	7	45	4										
232	<b>Malton</b>	8	0	10	15	1	0	6	15	8	0	5	<b>Whitby...dep.</b>	--	8	0	11	15	3	0		
	Rillington for Scarboro'	8	10	10	25	1	12	6	25	8	10	6	45 Ruswarp.....	--	8	5	11	20	3	5		
		8	10	10	30	1	12	6	30	8	10	6	44 Sleights.....	--	8	10	11	25	3	10		
	Rillington. for Wby.	8	0	10	30	1	12	6	30	8	0	5	41 Grosmont.....	--	8	20	11	35	3	20		
291	Marishes Road .....	8	10	10	35	1	12	6	35	8	10	6	38 Gouthland .....	--	8	35	11	55	3	40		
324	<b>Pickering</b>	8	30	10	50	1	40	6	50	8	30	5	29 Levisham .....	--	9	10	12	20	4	5		
384	Levisham .....	8	45	11	5	--	7	5	8	45	--	--	23 <b>Pickering.</b>	7	40	9	12	35	5	4		
474	Gothaland .....	9	15	11	35	--	7	35	9	15	--	--	20 Marishes Road.	7	50	9	40	12	50	35		
502	Grosmont .....	9	40	11	50	--	7	50	9	40	--	--	16 Rillington.fm Wbyj	8	0	9	50	1	5	40		
542	Sleights .....	9	50	12	12	--	8	12	50	--	--	--	<b>Malton</b>	8	0	10	15	1	30	5		
552	Ruswarp .....	9	55	12	15	--	8	15	55	--	--	--	Hutton.....	8	0	10	23	1	38	5		
562	<b>Whitby... arr.</b>	10	0	10	20	--	8	20	10	0	12	0	9	6	7	0	27	Kirkham .....	8	10	13	
		8	19	10	34	--	8	19	6	6	6	6	3	0	27	Barton .....	8	15	10			
27	Knapton .....	8	23	10	38	--	8	23	6	6	6	6	3	0	27	Flaxton .....	8	18	10			
29	Heslington .....	8	23	10	43	--	8	23	6	6	6	6	3	0	27	Strensall .....	8	28	10			
33	Sherburn .....	8	32	10	47	--	8	32	6	6	6	6	3	0	27	Xapton .....	8	34	10			
34	Ganton .....	8	36	10	51	--	8	36	6	6	6	6	3	0	27	Yorb.....	8	40	10			
384	Seamer, for Whitby	8	44	10	54	--	8	44	6	6	6	6	3	0	27	<b>York</b>	8	46	11			
421	<b>Scarborough... arr</b>	9	0	11	15	2	0	7	15	9	0	10	7	0	5	42	<b>York... arr</b>	9	0	11		

10  
11  
..

DOWN.				WEEK DAYS.			SUNDAY.			FARES.			UP.				WEEK DAYS.			SUNDAY.			FARES.								
				123	1	2	123	123	123	1st	2nd	3rd					123	1	2	123	123	1	2nd	3rd							
				class.	class.	class.	class.	class.	class.	class.	class.	class.					class.	class.	class.	class.	class.	class.	class.	class.	class.						
London	depart	9 0	m	64	9	15	15	..	..	s. d.	s. d.	s. d.					Knaresbro' depart	8 5	15	6	20	..	9 15	6	20	s. d.	s. d.	s. d.			
Newcastle	..	7 0	12	15	15	15	15	..	..	..	..	..					Allerton	8 15	15	6	20	..	9 25	6	30	0	9	6	4		
York	..	7 0	12	15	15	15	15	..	..	..	..	..					Cattal, for Whitley	8 21	1	61	36	..	9 31	6	36	1	30	10	6	4	
Poppleton	..	7 9	12	15	15	15	15	..	..	0	9	6	3					Kirk Hammerton	8 24	1	34	6	39	..	9 34	6	39	1	61	0	10
Hessay	..	7 16	12	15	15	15	15	..	..	0	9	6	3					Marston, fr Moor Mkndk	8 34	1	44	6	49	..	9 44	6	49	2	31	6	10
Marston, fr Moor Mkndk	..	7 19	12	15	15	15	15	..	..	1	3	0	10					Poppleton	8 37	1	47	6	52	..	9 47	6	52	2	62	10	11
Kirk Hammerton	..	7 29	12	15	15	15	15	..	..	2	6	1	0					Hessay	8 43	1	53	6	58	..	9 53	6	58	3	62	21	1
Cattal, for Whitley	..	7 32	12	15	15	15	15	..	..	2	0	1	6					York arrive	8 55	2	57	7	10	..	10 5	7	19	3	62	6	1
Allerton	..	7 38	12	15	15	15	15	..	..	3	0	2	1					Newcastle	1	0	6	11	0	..	11	0	..	..	..	..	
Knaresbro' arrival	..	7 50	12	15	15	15	15	..	..	3	6	2	1					London	7 45	10	30	4	30	..	4	30	..	..	..	..	

1

Mfs.	Up Trains.	1 & 2 Mail.		exp. 1 & 2		1 & 2 Mail.		Sundays		Mis	Down Trns	mail		1 & 2 class		Sunday.			
		cls.	1 & 2	cls.	1 & 2	cls.	1 & 2	12 & 4	mail			aft.	mn.	morn	morn	morn	aft.	mn.	morn
	Departure.	mn.	morn	morn	aft.	mn.	morn	aft.			Departure	aft.	mn.	morn	morn	morn	morn	morn	
	<b>Hull</b> .....	6 10	8 30	11 0	2 05	0 6	0 6	0 30	5 50	—	<b>London</b> .....	9 0	..	..	..	6 15	10 30	9 0	
44	Hessle	6 21	8 41	11 10	2 05	10 5	10 5	6 30	6 0	—	<b>Birmnghm</b> .....	12a15	..	..	7 0	10 30	10 30	12a15	
72	Ferryby	6 30	8 50	11 20	2 15	17 6	17 6	6 50	6 8	—	Leicester	12 45	..	..	7 45	10 45	12 15	12 45	
104	Brough	6 40	9 0	11 24	2 27	55	55	7 0	6 16	—	Nottingham	10 0	..	..	8 10	10 15	0 0	10 0	
162	Staddlethorpe	6 54	9 14	..	2 38	59	..	7 15	6 28	—	<b>Derby</b> .....	2 15	..	6 0	9 20	12 30	4 0	2 15	
199	Easington	7 2	9 22	..	2 43	54	..	7 22	6 34	—	Ambergate arr.	morn	..	6 28	9 47	12 54	4 23	..	
224	Howden	7 12	9 32	11 45	2 52	55	6 48	7 33	6 44	—	Sheffield. dep...	3 20	..	7 20	10 45	1 45	4 50	3 20	
274	Cliff	7 23	9 43	..	3 56	6	..	7 43	6 54	—	Swinton	..	..	8 1	11 30	2 22	5 85	..	
31	<b>Selby</b>	7 30	9 55	12 3	3 25	26	20	7 10	7 55	7 10	Oakenshaw	4 27	..	8 9	12 5	3 4	6 10	4 27	
55	Leeds (arrival)	8 50	11 20	1 20	4 40	..	..	8 20	8 50	8 20	L'pool via Bury	..	..	..	8 45	11 15	1 30	..	
51	York do.	8 50	11 20	1 50	4 40	7 20	..	..	9 10	8 20	Manchester	..	..	6 15	10 15	12 40	0 0	..	
—	<b>Newcastle</b>	1 0	3 0	6 0	9 0	11 0	..	..	9 15	..	Halifax	..	5 55	7 50	11 30	1 42	4 40	..	
48	Normanton arr.	9 0	11 0	1 15	4 40	..	..	8 10	8 45	8 10	Wakefield	..	7 0	9 12	20	2 57	5 50	..	
51	Wakefield arr.	9 14	11 23	1 30	5 12	..	..	8 53	11 10	8 43	Normanton	4 45	7 10	9 50	12 30	3 20	25	4 45	
98	Halifax about	1030	12 35	3 50	6 15	..	..	9 50	12 15	10 0	—	<b>Newcastle</b>	11 5	..	5 30	8 15	11 0	2 15	
180	Manchester	1115	1 45	5 50	7 30	..	..	1110	1 30	11 5	—	York	..	7 25	9 50	12 5	3 10	6 30	
	L'pool via Bury	12 0	1 30	5 15	6	..	..	..	3 5	..	—	Leeds	4 30	7 20	10 40	12 10	3 5	6 25	
—	<b>Oakenshaw</b>	..	..	..	4 54	..	..	8 28	3 35	8 28	—	<b>Selby</b> .....	5 30	8 30	10 55	1 30	4 20	7 40	
66	Swinton	..	..	1 45	5 35	..	..	8 58	4 20	8 58	31	Cliff	..	8 37	11 2	..	4 25	7 46	
76	Sheffield (arr.)	..	12 20	2 40	6 15	..	..	9 40	5 10	9 40	82	Howden	5 48	8 50	11 14	1 46	4 38	7 59	
1004	Ambergate	..	..	2 56	7 20	..	..	..	6 10	..	112	Eastrington	..	8 58	11 20	..	4 44	6 8	
111	<b>Derby</b> .....	..	1 40	3 30	8 0	..	..	10 47	6 50	10 47	114	Staddlethorpe	6 09	4 11	27	1 58	4 58	12 6	
126	Nottingham	..	2 55	6 50	10 0	..	..	1155	6 25	..	204	Brough	6 15	19	17	11 41	2 10	5 18	3 25
141	Leicester (arr)	..	8 15	5 5	5 50	..	..	12 12	8 30	12 12	234	Ferryby	6 22	29	15	11 47	2 18	5 11	8 32
	<b>Birmnghm</b>	..	3 50	6 10	10 15	..	..	1 0	..	1 0	264	Hessle	6 29	32	11	54	2 25	5 18	3 38
152	<b>London</b>	..	7 45	9 5	10 13	..	..	4 30	..	4 30	31	<b>Hull</b>	6 50	9	50	12 15	2 45	5 40	9 0
243																			

Passengers for the market will be brought to Hull by a special train leaving Selby every Tuesday at 7½ a.m., the times of leaving the stations are as follow: Cliff 7 37, Wressle Bridge 7½, Howden 7 55, Eastington 8 3, Staddlethorpe 8 12, Bromfleet 8 22, Crabley Creek 8 29, Brough 8 35, Ferriby 8½, and Hesle 8 55; returning from Hull at 3½ p.m. to Selby, and the stations.

a—signifies morning.

**Goole.**—An Omnibus leaves the Howden Station for Goole after the arrival of No. 2 Up and No. 3 Down Trains on Wednesdays. It also returns from Goole on that day to meet the Nos. 4 and 5 Up and No. 6 Down Trains. The Fares in no case include the Ferry. Day Tickets are granted from Hull, but the Fares do not include the Ferry.

**Pattrington and Easington.**—The Rocket leaves Hull for Pattrington and Easington every day, except Sundays, at 3½ p.m.; and returns from Easington on Tuesdays at 6½ a.m., and other days at 7 a.m., arriving at Hull in time for the 11 a.m. train.

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MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE.

The Earl of Yarborough, Chairman.  
John Chapman, Dep. Chairman.

I. H. Humphrey, Secretary.  
C. W. Eborall, Manager.

Offices, London Road, Manchester.

Alfred Jee, Engineers.  
J. Fowler, Engineers.

DOWN TRAINS.													Sundays.				Fares.					
													1,2,3	1,2,3	1,2,3	1,2,3	1st	2nd	3rd.			
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													morn.	morn.	morn.	aft.	aft.	aft.	aft.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.	class.	class.	s. d.	s. d.	s. d.
													1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
													gov.	class.	class.	class.	class.					

† Gov. from Sheffield. MANCHESTER AND STALEYBRIDGE.—Ashton Branch. † Exp. from Sheffield.

DOWN TRAINS.													FARES.				
	1	2	3	4	5	6	7		1	2	3	4	5	1	2	3	
	morn	morn	morn	aft	aft	aft	aft		morn	morn	aft	aft	aft	s. d.	s. d.	s. d.	
Staleybridge dep	7 45	9 30	11 0	1 30	3 45	6 0	8 0	..	7 45	9 45	1 30	6 0	8 0	..	0 4	0 8	
Ashton .....	7 48	9 33	11 3	1 33	3 48	6 3	8 3	..	7 48	9 48	1 33	6 3	8 3	..	0 6	0 4	
Dukinfield .....	7 51	9 36	11 6	1 36	3 51	6 6	8 6	..	7 51	9 51	1 36	6 6	8 6	..	0 6	0 4	
Guide Bridge .....	7 55	..	11 10	1 40	3 55	6 10	8 10	..	7 55	9 55	1 40	6 10	8 10	..	0 8	0 6	
Fairfield .....	8 1	..	11 16	1 46	4 1	6 16	8 16	..	8 1	10 1	1 46	6 16	8 16	..	0 10	0 8	
Gorton .....	8 5	..	11 20	1 50	4 5	6 20	8 20	..	8 5	10 5	1 50	6 20	8 20	..	1 2	0 10	
Ardwick .....	8 11	9 45	11 26	1 56	4 11	6 26	8 26	..	8 11	10 11	1 56	6 26	8 26	..	1 3	0 11	
Manchester ..arr	8 13	9 48	11 28	1 58	4 13	6 28	8 28	..	8 13	10 13	1 58	6 28	8 28	..	1 3	0 11	

First, second, third, and Gov. class by all the trains between Staleybridge and Manchester. Trains marked \* meet Sheffield trains at Guide Bridge.

MANCHESTER, SHEFFIELD, & LINCOLNSHIRE.										R. Peacock, Loc. Sup.													
W. Gretton, Superintendent																							
Disce.	Week Days.										Sundays.										Fares.		
	1 2 3					1 2 3					1 2 3					1 2 3					1st	2nd	3rd
	class.					class.					class.					class.					s.	d.	s.
	morn	gov.	morn	aft	morn	morn	aft	aft	aft	aft	morn	morn	morn	aft.	aft	aft	aft	s.	d.	s.			
	Liverpool...dep										6 45												
	Manchester...dep										9 0												
04	Ardwick.....										9 4												
2	Gorton.....										9 11												
3	Fairfield.....[Bdg										9 16												
31	Guide B.(Ash.& Staly										9 22												
7	Newton, for Hyde..										9 30												
10	Mottram.....										9 38												
12	Dinting.....										9 45												
	Glossop...dep.										9 35												
123	Hadfield.....										9 50												
19	Woodhead.....										10 6												
23	Dunford Bridge...										10 15												
28	Penistone(Thuristne)										10 29												
324	Wortley.....										10 41												
384	Deep Car.....										10 46												
366	Oughy Bridge.....										10 55												
383	Wadley Bridge.....										11 2												
414	Sheffield...arrival										11 9												
	Sheffield...depart.										1 2, 3												
	Darnall.....										1 5												
472	Beighton.....										1 15												
524	Eccington...arr.										1 28												
822	Derby.....arr.										1 30												
132	Rugby.....										1 45												



\* 1, 2, 3 class between Hull and Grimsby. † Third class passengers booked through to London by this train.  
† Mail from Lincoln. Fares from Hull to London, 1st class, 34s. 6d.; 2nd class, 26s.; 3rd class, 14s.



London to Hull, Louth, Lincoln, Peterbro', &c. The Gt. Northern, East Lincolnshire & Manchester, Sheffield, & Lincolnshire.														
DOWN.														
Peterbro' to Hull	Gov.	Gov.	cl.	Exp	cls.	cls.	mail	Sundays		Hull to Peterbro'		1 & 2	2, 3, 4	2, 3, 4
ton-sq.	morn	morn	morn	morn	morn	morn	morn	12, 3, 4	1, 2, 3, 4	morn	morn	morn	morn	morn
London, Eus.	7 15	10 30	11 30	12 30	13 30	14 30	15 30	1 0	1 0	Hull, dep.	6 10	8 15	10 30	12 45
Bpsgt-st	7 15	10 30	11 30	12 30	13 30	14 30	15 30	1 0	1 0	New Holland	7 10	9 15	11 30	13 45
Peterbro'-dep	8 55	12 25	2 45	4 0	5 40	6 40	7 40	1 36	1 36	Goxhill	7 10	9 15	11 30	13 45
Walton, Stam. J.	9 12	12 39	2 45	4 14	5 54	6 54	7 54	1 254	1 254	Ucleby	7 26	9 31	11 46	14 01
Peakirk & Deepg	9 23	12 53	2 58	4 28	6 08	7 08	8 08	1 8	1 8	Habrough	7 31	9 36	11 51	14 06
Littlethw & Dp	9 36	1 6	3 16	4 46	6 26	7 26	8 26	1 216	1 216	Stallingborough	7 40	9 45	12 00	14 15
Spalding	9 56	1 24	3 25	4 55	6 35	7 35	8 35	1 41	1 41	Great Coates	7 46	9 51	12 06	14 21
Sutton	10 12	1 38	3 39	5 09	6 49	7 49	8 49	1 57	1 57	Gt. Grimsby	7 52	9 57	12 12	14 27
Boston . . . arr.	7 30	10 20	11 30	12 40	13 50	14 50	15 50	2 10	2 10	Waltham	8 09	10 14	12 29	14 44
Boston . . dep.	7 42	10 32	11 42	12 52	14 02	15 02	16 02	2 22	2 22	Holton-le-Clay	8 19	10 24	12 39	14 54
Langrick	7 56	10 46	11 56	13 06	14 16	15 16	16 16	2 36	2 36	Nth Thorsby	8 29	10 34	12 49	15 04
Dogdyke	8 10	10 48	11 58	13 08	14 18	15 18	16 18	2 40	2 40	Ludborough	8 38	10 43	12 58	15 13
Tattershall	8 20	10 58	12 08	13 18	14 28	15 28	16 28	2 50	2 50	Louth	8 48	10 53	13 08	15 23
Kirkst'd, Horncle	8 31	11 09	12 19	13 29	14 39	15 39	16 39	2 56	2 56	Legbourne	8 58	11 03	13 18	15 33
Stixwold	8 41	11 19	12 29	13 39	14 49	15 49	16 49	3 0	3 0	Alford	9 08	11 13	13 28	15 43
Southry	8 51	11 29	12 39	13 49	14 59	15 59	16 59	3 0	3 0	Firsby	9 18	11 23	13 38	15 53
Bardney, Wrgby	9 01	11 39	12 49	13 59	15 09	16 09	17 09	3 8	3 8	East Vile	9 28	11 33	13 48	16 03
Five-mile House	9 11	11 49	12 59	14 09	15 19	16 19	17 19	3 18	3 18	Sibsey	9 38	11 43	13 58	16 13
Washingborough	9 21	11 59	13 09	14 19	15 29	16 29	17 29	3 26	3 26	Boston . . arr.	10 13	12 18	14 28	16 43
Lincoln . . arr.	9 31	12 09	13 19	14 29	15 39	16 39	17 39	3 35	3 35	Gainsbro'-dep	10 23	12 28	14 38	16 53
Gainsbro' . .	9 38	12 18	13 28	14 38	15 48	16 48	17 48	3 38	3 38	Lincoln	10 33	12 38	14 48	17 03
Boston . . dep.	6 50	10 20	11 30	12 40	13 50	14 50	15 50	2 51	2 51	Washingborough	10 43	12 48	14 58	17 13
Sibsey	7 3	10 33	11 43	12 53	14 03	15 03	16 03	2 18	2 18	Five-mile House	10 53	12 58	15 08	17 23
East Vile	7 17	10 47	11 57	13 07	14 17	15 17	16 17	2 32	2 32	Bardney	11 03	13 08	15 18	17 33
Firsby	7 36	10 51	12 01	13 11	14 21	15 21	16 21	2 52	2 52	Southry	11 13	13 18	15 28	17 43
Alford	8 3	11 18	12 28	13 38	14 48	15 48	16 48	3 53	3 53	Stixwold	11 23	13 28	15 38	17 53
Legbourne	8 25	11 3	12 13	13 23	14 33	15 33	16 33	3 41	3 41	Kirkst'd, Horncle	11 33	13 38	15 48	18 03
Louth	8 36	11 42	12 52	14 02	15 12	16 12	17 12	3 52	3 52	Tattershall	11 43	13 48	15 58	18 13
Ludborough	8 48	11 54	13 04	14 14	15 24	16 24	17 24	4 4	4 4	Dogdyke	11 53	13 58	16 08	18 23
Nth. Thorsby	8 54	12 01	13 11	14 21	15 31	16 31	17 31	4 10	4 10	Langrick	12 03	14 08	16 18	18 33
Holton-le-Clay	9 0	12 08	13 18	14 28	15 38	16 38	17 38	4 16	4 16	Boston . . arr.	12 13	14 18	16 28	18 43
Waltham	9 6	12 13	13 23	14 33	15 43	16 43	17 43	4 22	4 22	Boston . . dep.	12 23	14 28	16 38	18 53
Gt. Grimsby	9 15	12 23	13 33	14 43	15 53	16 53	17 53	4 30	4 30	Lincoln	12 33	14 38	16 48	19 03
Great Coates	9 21	12 31	13 41	14 51	16 01	17 01	18 01	4 36	4 36	Washingborough	12 43	14 48	16 58	19 13
Stallingborough	9 27	12 37	13 47	14 57	16 07	17 07	18 07	4 42	4 42	Five-mile House	12 53	14 58	17 08	19 23
Habrough	9 36	12 46	13 56	15 06	16 16	17 16	18 16	4 51	4 51	Bardney	13 03	15 08	17 18	19 33
Ucleby	9 42	12 52	14 02	15 12	16 22	17 22	18 22	5 18	5 18	Southry	13 13	15 18	17 28	19 43
Goxhill	9 51	13 01	14 11	15 21	16 31	17 31	18 31	5 21	5 21	Stixwold	13 23	15 28	17 38	19 53
New Holland	10 0	13 10	14 20	15 30	16 40	17 40	18 40	5 6	5 6	Kirkst'd, Horncle	13 33	15 38	17 48	20 03
Hull . . . arr.	10 30	13 40	14 50	16 00	17 10	18 10	19 10	5 33	5 33	Tattershall	13 43	15 48	17 58	20 13
								6 3	6 3	Dogdyke	13 53	15 58	18 08	20 23

\* Gov. train from Grimsby to Hull, and Stations between Peterbro' & Boston.  
 † Gov. train from London to Gainsbro', Lincoln, Louth, and Stations between Great Grimsby and Hull.

Market Trains for Boston leave Alford every Wednesday, at 7 3 a.m., and Peterbro' at 7 2 a.m., calling at all intermediate Stations.  
 † Gov. train from stations between Hull and Great Grimsby, from Louth, from Gainsbro' and Lincoln only.

Secretary, Edwd. Kenway, Cardiff.														Taff Vale and Aberdare.														Engineer, E. Highton.													
Mils.	Down.	mail	mixd	mixd	mixd	SUNDAYS.	Fares	From Merthyr	Up.	mail	mixd	mixd	mixd	SUNDAYS.	Fares	From Cardiff.	Miles.	Up.	mail	mixd	mixd	mixd	SUNDAYS.	Fares	From Merthyr																
		morn	aft	aft	morn	1 class	2 class	3 class		morn	aft	aft	morn	1 class	2 class	3 class			morn	aft	aft	morn	1 class	2 class	3 class																
—	Merthyr	7 15	1 10	6 10	7 15	4 30	s. d.	s. d.	s. d.	Cardiff Dock.	9 20	12 50	5 50	9 20	4 10	s. d.	s. d.	1	Merthyr	9 30	1 0	6 0	9 30	4 20	s. d.																
24	Troedyrhiw	7 24	1 18	6 19	7 24	4 39	0 6	0 4	0 3	Cardiff	9 38	1 9	6 10	9 38	4 30	0 8	0 4	0 3	Llandaff	9 44	1 16	6 18	9 44	4 38																	
7 4	Incline Top	7 41	1 34	6 37	7 41	4 57	1 6	1 0	0 8	Pentyrch	9 49	1 22	6 23	9 49	4 45	1 3	1 0	0 8	Taff's Well	9 59	1 34	6 38	9 59	4 56																	
8	Aberdare Junc.	7 50	1 42	6 46	7 50	5 6	1 6	1 0	0 8	Treforest	10 4	1 40	6 45	10 4	5 2	2 0	1 6	1 0	Newbridge	10 14	1 51	6 55	10 14	5 2																	
11 4	Newbridge	8 1	1 52	6 56	8 1	5 16	2 0	1 6	1 0	Aberdare Junc.	10 22	2 0	7 4	10 22	2 24	2 8	2 0	1 4	Incline Top	10 28	2 17	7 22	10 28	2 24																	
12 4	Treforest	8 7	1 57	7 3	8 7	5 26	2 9	2 4	1 6	Troedyrhiw	10 45	2 25	7 30	10 45	5 50	4 0	3 0	2 0	Merthyr	10 45	2 25	7 30	10 45	5 50																	
16 4	Taff's Well	8 19	2 7	7 16	8 19	5 33	3 2	2 4	1 6	Aberdare Junc.	10 15	2 53	6 57	10 15	5 17	4 0	3 0	2 0	Aberdare Junc.	10 15	2 53	6 57	10 15	5 17																	
18	Pentyrch	8 25	2 12	7 23	8 25	4 43	3 0	2 4	1 6	Mountain Ash	10 30	2 8	7 14	10 30	5 32	3 4	2 6	1 6	Mountain Ash	10 30	2 8	7 14	10 30	5 32																	
20 4	Llandaff	8 32	2 18	7 31	8 32	4 51	3 6	2 8	1 9	Aberaman	10 36	2 14	7 22	10 36	5 38	4 0	3 0	2 0	Aberaman	10 36	2 14	7 22	10 36	5 38																	
23 4	Cardiff . . arr.	8 40	2 25	7 40	8 40	4 06	4 6	3 0	2 0	Treaman	10 41	2 19	7 28	10 41	5 43	4 0	3 0	2 0	Treaman	10 41	2 19	7 28	10 41	5 43																	
24 4	Cardiff Dk.	8 50	2 35	7 50	8 50	4 16	..	..	..	Aberdare . . arr.	10 45	2 23	7 35	10 45	5 47	4 0	3 0	2 0	Aberdare . . arr.	10 45	2 23	7 35	10 45	5 47																	
16 4	Mill Street	7 5	12 55	6 0	7 5	4 30	2 0	1 6	1 0	Mill Street	10 55	2 33	7 45	10 55	5 57	..	..	..	Mill Street	10 55	2 33	7 45	10 55	5 57																	
14 4	Aberdare	7 15	1 5	6 10	7 15	4 20	2 0	1 6	1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..																	
14 4	Treaman	7 20	1 10	6 15	7 20	4 35	2 0	1 6	1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..																	
13 4	Aberaman	7 25	1 15	6 20	7 25	4 40	2 0	1 6	1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..																	
12	Mountain Ash	7 31	1 21	6 26	7 31	4 46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..																	
8	Aberdare Junc.	7 45	1 35	6 40	7 45	4 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..																	
S. Smiles, Sec.														H. Tennant, Traffic Sup.																											
James Gow, Loco. Sup.														J. Bowne, Engineer.																											
LEEDS AND THIRSK.														LEEDS AND THIRSK.																											
Miles.	Down.	Week Days	Sundays	Fares	Up.	Week Days	Sunday								Miles.	Up.	Week Days	Sunday																							
		Mon. only	1, 2, 3, 4	1, 2, 3, 4	1, 2, 3, 4	1, 2, 3, 4	1, 2, 3, 4	1st	2nd	3rd			Mon. only	1, 2, 3, 4	1, 2, 3, 4	1, 2, 3, 4	1st	2nd	3rd			Mon. only	1, 2, 3, 4	1, 2, 3, 4	1, 2, 3, 4																
—	Leeds to Thirsk	morn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	Thirsk to Leeds	morn	morn	morn	aft.	aft.	aft.	morn	morn	morn	aft.	aft.	aft.	morn	morn	morn															
—	Leeds.. Coach dep.	6 45	9 40	2 55	5 15	6 45	9 40	2 55	5 15	6 45	Thirsk ..depart	8 20	10 30	1 35	5 15	8 20	10 30	1 35	5 15	8 20	10 30	1 35	5 15	8 20	10 30	1 35															
—	Weeton. " "	7 0	8 35	11 20	3 55	7 0	8 35	11 20	3 55	7 0	York & N'castle Junc.	8 25	10 38	1 45	5 20	8 25	10 38	1 45	5 20	8 25	10 38	1 45	5 20	8 25	10 38	1 45															
33	Pannal. " Rail	7 19	8 51	11 30	4 15	7 19	8 51	11 30	4 15	7 19	Topcliffe	8 32	10 45	1 52	5 30	8 32	10 45	1 52	5 30	8 32	10 45	1 52	5 30	8 32	10 45	1 52															
33	Starbeck, H'gate.	7 20	8 53	11 40	4 15	7 20	8 53	11 40	4 15	7 20	Baldersby	8 37	10 50	1 57	5 38	8 37	10 50	1 57	5 38	8 37	10 50	1 57	5 38	8 37	10 50	1 57															
93	Ripley	7 28	9 01	11 47	2 32	7 28	9 01	11 47	2 32	7 28	Wath	8 42	10 55	2 04	5 45	8 42	10 55	2 04	5 45	8 42	10 55	2 04	5 45	8 42	10 55	2 04															
127	Wormald Green	7 35	9 08	11 54	2 39	7 35	9 08	11 54	2 39	7 35	Ripon	8 50	10 58	2 11	5 47	8 50	10 58	2 11	5 47	8 50	10 58	2 11	5 47	8 50	10 58	2 11															
173	Ripon	7 50	9 23	12 09	2 54	7 50	9 23	12 09	2 54	7 50	Wormald Green	9 10	11 12	2 22	5 57	9 10	11 12	2 22	5 57	9 10	11 12	2 22	5 57	9 10	11 12	2 22															
203	Wath	7 57	9 30	12 16	3 01	7 57	9 30	12 16	3 01	7 57	Ripley	9 17	11 15	2 30	6 03	9 17	11 15	2 30	6 03	9 17	11 15	2 30	6 03	9 17	11 15	2 30															
223	Baldersby	8 29	10 02	12 48	3 13	8 29	10 02	12 48	3 13	8 29	Starbeck, H'gate.	9 23	11 23	2 37	6 10	9 23	11 23	2 37	6 10	9 23	11 23	2 37	6 10	9 23	11 23	2 37															
243	Pocficke	8 39	10 12	12 58	3 23	8 39	10 12	12 58	3 23	8 39	Pannal, by Coach	9 30	11 30	2 42	6 15	9 30	11 30	2 42	6 15	9 30	11 30	2 42	6 15	9 30	11 30	2 42															
—	York & N'cas. Junc. arr.	8 15	9 55	12 30	5 8	8 15	9 55	12 30	5 8	8 15	Weeton.	9 40	11 38	2 57	6 40	9 40	11 38	2 57	6 40	9 40	11 38	2 57	6 40	9 40	11 38	2 57															
273	Thirsk . . arrival	8 20	10 02	12 40	3 08	8 20	10 02	12 40	3 08	8 20	Leeds	arr.	11 15	1 10	4 30	..	..	..	..	..	..	..	..	..	..	..															
A Coach leaves Middleham by Masham and Tanfield for Ripon, in time to meet Nos. 2 Down and 1 Up Trains, and Returns by the same route at 6 aft.																																									
Passengers booked at Leeds at the White Horse, Royal Hotel, and Bull and Mouth Coach Offices.																																									
Passengers to Middleham booked through from Leeds by the 23 aft. train.																																									
Fares.—Leeds to Starbeck, 4s., 3s., 2s. 6d., 2s. 3d.; to Ripley 4s. 6d., 3s. 6d., 2s. 9d., 2s. 6d.; to Ripon 7s., 4s. 6d., 3s. 9d., 3s. 2d.																																									
to Thirsk 8s. 6d., 6s., 4s. 6d., 4s.																																									



# For Sailings between Liverpool and Glasgow, see page 100.

MANCHESTER & LEEDS.—Lancashire & Yorkshire.

Eng., John Hawkshaw.

W. Cawkwell, Goods Manager.

Week Days.

Sundays.

Fares.

DOWN.

		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
		mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.	mor.
		6 15	7 25	8 30	8 40	9 15	10 15	12 40	3 15	4 45	5 05	5 15	6 25	6 30	7 30	8 00	10 15	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0	1 0	
		6 23	7 30	8 35	8 45	9 21	10 21	3 22	4 50	5 10	5 20	6 30	6 35	7 35	8 40	9 10	10 15	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 31	7 38	8 40	8 50	9 26	10 26	3 30	4 58	5 18	5 28	6 38	6 43	7 43	8 48	9 18	10 23	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 38	7 38	8 40	8 53	9 31	10 32	3 33	4 58	5 12	5 22	6 37	6 42	7 42	8 47	9 17	10 22	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 0	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
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		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
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		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0	1 0	1 0	1 0	1 0		
		6 15	7 25	8 40	9 3	10 15	11 15	3 15	4 35	4 45	4 55	6 20	6 25	7 25	8 30	9 00	10 05	5 07	6 30	0 4	0 30	1 0						

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1			2			3			4			1			2			3		
		m	n		m		m	a	a	a	a		a		a	a	a	m	a	a	m	a	a	p	m	a	a	s	a	a	s	a	a	s	a	a	s
Dewsbury	Morley	..	9 9	..	..	..	11 38	..	..	5 59	..	..	..	..	9 24	..	10 27	..	..	9 59	8 0	6 03	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Churwell	..	9 14	..	..	..	11 43	..	..	6 4	..	..	..	..	9 29	..	10 32	..	..	10 48	4 0	6 03	9	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Wortley	..	9 20	..	..	..	11 48	..	..	6 9	..	..	..	..	9 35	..	10 37	..	..	10 58	7 6	6 04	0	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Leeds	..	9 30	..	10 20	..	11 55	..	2 40	6 15	..	..	7 30	..	9 45	10 10	10 43	..	..	10 15	8 10	6 54	4	..	..	..	..	..	..	..	..	..	..	..	..	..	
	W. Road Station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Dewsbury	Dewsbury	6 35	8 49	..	9 57	..	11 23	12 6	..	5 42	..	7 10	..	9 10	9 39	10 13	12 6	7 6	9 41	7 3	5 6	3 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Horbury	6 45	8 57	..	10 2	..	11 32	..	5 51	..	7 17	..	9 20	9 49	10 24	12 6	7 13	9 52	7 9	5 6	3 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
	Wakefield	7 0	9 7	..	10 10	..	11 40	12 20	2 27	6 10	..	7 26	..	9 30	9 59	10 31	12 20	7 25	10 5	..	6 6	4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Normanton	7 10	9 17	..	10 20	..	11 50	12 30	2 35	6 10	..	7 35	..	9 40	10 10	10 41	12 35	10 15	9 0	7 0	4 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Leeds	7 40	..	..	..	..	..	1 0	..	..	..	..	..	..	..	..	..	1 9	8 0	10 0	8 0	5 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Hunslet-lane Station.	Hunslet-lane Station.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Hull	9 50	12 15	..	..	..	2 45	5 40	9 0	..	..	..	..	..	..	..	..	8 50	..	18 16	14 6	9 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	York	8 50	11 20	..	..	..	1 50	3 25	7 30	..	..	9 50	..	..	..	..	..	7 30	..	15 0	12 0	7 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Newcastle	1 0	3 0	..	..	..	6 0	6 0	11 0	..	..	..	..	..	..	..	..	11 0	..	33 6	24 0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Berwick	4 25	6 41	..	..	..	8 5	8 52	0	..	..	..	..	..	..	..	..	2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Edinburgh	7 10	9 45	..	..	..	9 45	9 45	4 55	..	..	..	..	..	..	..	..	4 55	..	59 0	42 0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

Extra.—Manchester to Bury 1.50 att. week days.

WAKEFIELD, PONTEFRAC T AND GOOLE.—Lancashire and Yorkshire.

DOWN.

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## LEEDS &amp; MANCHESTER.

Lancashire &amp; Yorkshire. Sec., J. S. Heron.

UP.	Week Days.															Sundays.					Fares		
	Gov	123	1&2	123	1&2	Exp	123	1&2	Exp	123	1&2	123	1&2	Exp	Gov	Mail	Gov	Mail	Gov	Mail	From Leeds.		
	123	class.	1&2	class.	1&2	1cls	class.	1&2	1&2	class.	1&2	class.	1&2	1&2	123	123	123	123	123	123	1cls.	2cls.	3cls.
Edinburgh dep.	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Berwick dep.	8	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Newcastle dep.	11	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
York dep.	2	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hull dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
From Hunslet Lane	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Leeds dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Normanton dep.	5	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wakefield dep.	5	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Horsbury dep.	5	41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dewsbury dep.	6	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Leeds dep.	5	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wortley dep.	5	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Churwell dep.	5	41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Morley dep.	5	47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Batley dep.	5	57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dewsbury dep.	6	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mirfield dep.	6	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bradford dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Low Moor dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cleckheaton dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Liversedge dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hackmndwkw dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mirfield dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mirfield dep.	6	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Huddersfield dep.	6	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cooper Bridge dep.	6	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Brighouse dep.	6	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Elland dep.	6	33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North Dean dep.	6	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Halifax dep.	6	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sowerby Bridge dep.	6	47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Luddenden Foot dep.	6	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mytholmroyd dep.	6	58	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hebden Bridge dep.	7	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastwood dep.	7	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Todmorden dep.	7	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burnley by Ch. dep.	8	45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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Walsden dep.	7	29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Littleborough dep.	7	42	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rochdale dep.	7	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Blue Pits dep.	8	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oldham dep.	7	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ashton dep.	7	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Stalybridge dep.	7	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Blue Pits dep.	8	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Heywood dep.	8	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bury dep.	8	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bury dep.	8	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Heywood dep.	8	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Middleton dep.	8	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oldham dep.	9	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ashton dep.	9	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Stalybridge dep.	9	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miles Platting dep.	8	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Manchester arr.	8	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Victoria Station.	8	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

EXTRA—Run to Manchester, 2.20 p.m. on Week days.

FLEETWOOD, BLACKPOOL, LYTHAM, AND PRESTON.—Preston and Wyre—20 Miles.

H. Blackmore, Sup.

W. Hinners, Goods Manager.

W. S. Thistleton, Agent, Fleetwood.

Trains from FLEETWOOD, BLACKPOOL, and LYTHAM to PRESTON.										WEEK DAYS.										SUNDAYS.			Down Trns from PRESTON to BLACKPOOL, LYTHAM, & FLEETWOOD.										WEEK DAYS.										SUNDAYS.			ADDITIONAL.—Fleetwood to Blackpool, Lytham, & Fleetwood, at 7.40 & 8.10 a.m.;									
--	--	--	--	--	--	--	--	--	--	------------	--	--	--	--	--	--	--	--	--	----------	--	--	---	--	--	--	--	--	--	--	--	--	------------	--	--	--	--	--	--	--	--	--	----------	--	--	---	--	--	--	--	--	--	--	--	--



# PRESTON, CHORLEY, BOLTON, and MANCHESTER.

Lancashire and Yorkshire.

DOWN.	Week Days.												Sundays.						Fares.				
	Gov. 1,2,3	Exp. 1&2	Gov. 1,2,3	Exp. 1&2	Gov. 1,2,3	Exp. 1&2	Gov. 1,2,3	Exp. 1&2	Gov. 1,2,3	Exp. 1&2	Gov. 1,2,3	Exp. 1&2	Gov. 1,2,3	Exp. 1&2	Gov. 1,2,3	Exp. 1&2	Gov. 1,2,3	Exp. 1&2	Express. 1 cls.	2 cls.	1st cls.	2d cls.	3rd cls.
	morn	morn	morn	morn	morn	aft.	morn	aft.	morn	aft.	morn	aft.	morn	aft.	morn	aft.	morn	aft.	s. d.	s. d.	s. d.	s. d.	s. d.
Perth ..... dep	—	—	—	—	9 30	12 0	—	3 10	—	—	5 45	*	—	—	5 30	5 07	0	9 4	6 8	8 9	6 4	2	—
Glasgow ..... "	—	—	—	—	9 30	12 0	—	3 10	—	—	5 45	*	—	—	5 30	5 07	0	9 4	6 8	8 9	6 4	2	—
Edinbro' ..... "	—	—	—	—	9 30	12 0	—	3 10	—	—	5 45	*	—	—	5 30	5 07	0	9 4	6 8	8 9	6 4	2	—
Carlisle ..... "	—	—	—	—	9 30	12 0	—	3 10	—	—	5 45	*	—	—	5 30	5 07	0	9 4	6 8	8 9	6 4	2	—
Lancaster ..... "	—	—	—	—	9 30	12 0	—	3 10	—	—	5 45	*	—	—	5 30	5 07	0	9 4	6 8	8 9	6 4	2	—
Fleetwood ..... "	8 0	—	—	—	9 30	12 0	—	3 10	—	—	5 45	*	—	—	5 30	5 07	0	9 4	6 8	8 9	6 4	2	—
Blackpool ..... "	8 0	—	—	—	9 30	12 0	—	3 10	—	—	5 45	*	—	—	5 30	5 07	0	9 4	6 8	8 9	6 4	2	—
Lytham ..... "	8 15	—	—	—	9 40	12 10	—	3 25	—	—	5 55	*	—	—	9 20	5 10	15	8 6	6 0	7 10	5 10	8 9	—
Preston ..... arr	8 50	—	—	—	10 25	12 55	3 50	4 0	—	—	6 40	8 0	—	—	10 25	5 55	8 0	—	—	—	—	—	—
..... dep	7 15	8 55	—	—	10 30	1 0	—	4 7	—	—	6 45	8 5	—	—	8 0	6 0	8 5	6 0	4 3	5 6	4 0	2 9	—
Farrington ..... "	7 20	—	—	—	10 35	1 5	—	—	—	—	6 50	8 10	—	—	8 5	6 5	8 10	—	—	—	—	—	—
Leyland ..... "	7 25	9 4	—	—	10 40	1 10	—	—	—	—	6 55	8 15	—	—	8 10	6 10	8 15	—	—	—	—	—	—
Euxton ..... "	7 30	—	—	—	1 15	—	—	—	—	—	7 0	—	—	—	8 16	6 15	8 20	5 0	3 6	4 3	3 2	0	—
Chorley ..... "	7 40	9 15	—	—	10 55	1 25	—	4 30	—	—	7 10	8 30	—	—	8 26	6 25	8 30	4 3	3 3	3 3	9 2	10 1	9
Adlington ..... "	7 50	—	—	—	11 4	1 34	—	—	—	—	7 19	8 39	—	—	8 35	6 35	8 40	—	—	—	—	—	—
Horwich & Blackrod ..... "	7 56	—	—	—	11 10	1 40	—	4 42	—	—	7 25	8 45	—	—	8 41	6 41	8 46	3 3	2 6	11 2	2 1	4	—
Lostock Lane ..... "	8 0	—	—	—	11 16	1 46	aft.	—	—	—	8 51	—	—	—	8 47	aft.	6 47	8 52	—	—	—	—	—
Bolton ..... "	8 15	9 35	10 0	10 50	11 30	12 25	2 0	4 0	5 0	6 30	7 5	7 45	9 5	8 0	9 52	0 7	0 9	10	2 0	1 6	9 1	3 10	10
Moses Gate ..... "	8 20	—	10 5	—	—	2 5	4 5	—	6 35	—	7 50	—	8 5	9 10	2 57	5 9	15	—	—	—	—	—	—
Halshaw Moor ..... "	8 23	9 41	10 8	—	11 37	12 31	2 8	4 5	6 38	—	7 53	9 11	8 8	9 13	2 87	8 9	18	—	—	—	—	—	—
Stoneclough ..... "	8 25	—	10 10	—	11 40	2 10	4 10	—	6 40	—	7 55	9 13	8 10	9 16	2 10	7 10	9 20	—	—	—	—	—	—
Dixon Fold ..... "	8 30	—	—	—	—	2 15	—	—	6 45	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Clifton Junction ..... "	8 35	—	10 18	—	—	12 40	2 20	4 18	—	6 50	8 3	—	8 20	9 26	2 20	7 20	9 30	—	—	—	—	—	—
Pendleton ..... "	8 41	—	10 24	—	11 54	2 26	4 24	—	6 56	7 23	8 8	9 24	8 25	9 32	2 25	7 27	9 37	—	—	—	—	—	—
Manchester arr.	8 50	10 0	10 30	11 10	12 0	12 50	2 35	4 30	5 25	7 5	7 28	8 15	9 33	8 35	9 40	2 35	7 40	9 45	—	—	—	—	—
Salford Station	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bury ..... "	9 20	10 15	—	—	12 38	—	3 15	—	5 15	—	—	—	—	—	10 15	—	—	—	—	—	—	—	—
Rochdale ..... "	9 48	10 50	—	—	1 5	—	3 51	—	5 43	—	—	—	—	—	10 52	—	—	—	—	—	—	—	—
Halifax ..... "	10 42	11 30	—	—	1 42	—	4 54	—	6 30	—	—	—	—	—	11 30	—	—	—	—	—	—	—	—
Huddersfield ..	11 20	12 10	—	—	2 23	—	—	—	—	—	—	—	—	—	12 10	—	—	—	—	—	—	—	—
Bradford ..... "	12 14	12 54	—	—	3 3	—	6 36	—	7 53	—	—	—	—	—	12 57	—	—	—	—	—	—	—	—
Dewsbury ..... "	11 24	12 6	—	—	2 20	—	5 42	—	7 10	—	—	—	—	—	12 6	—	—	—	—	—	—	—	—
Wakefield ..... "	11 40	12 20	—	—	2 27	—	6 0	—	7 26	—	—	—	—	—	12 20	—	—	—	—	—	—	—	—
Normanton ..... "	11 50	12 30	—	—	2 35	—	6 10	—	7 35	—	—	—	—	—	12 40	—	—	—	—	—	—	—	—
Leeds ..... "	11 55	1 0	—	—	2 40	—	6 15	—	7 20	—	—	—	—	—	1 0	—	—	—	—	—	—	—	—
York ..... "	1 45	—	—	—	3 25	—	7 30	—	10 0	—	—	—	—	—	7 35	—	—	—	—	—	—	—	—
Hull ..... "	2 45	—	—	—	5 40	—	9 0	—	—	—	—	—	—	—	8 50	—	—	—	—	—	—	—	—

Extra trains from BOLTON to MANCHESTER, on Week Days, at 7½ (stopping at Clifton Junc.) and 9 morn.; 2 55 and 4 55 aft. 1st & 2nd, not stopping. On SUNDAYS, at 9 27 aft., 1st, 2nd, and 3rd, stopping at Halshaw Moor only. \* 7 p.m. on Saturdays only.

## MANCHESTER, BOLTON, CHORLEY, and PRESTON.

H. Blackmore, Supt.

Lancashire and Yorkshire.

Gds. Man., W. Hinners.

UP.	Week Days.												Sundays.					Fares.					
	1,2,3		1&2	1&2	Gov.	1&2	1&2	Exp.	Exp.	Gov.	Gov	Gov	Gov.	Gov.	Gov	Gov	Express.						
	class.	class.	fast.	class.	1,2,3	class.	class.	1&2	1&2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1st	2nd	1st	2nd	3rd		
	morn	morn	morn	morn	morn	noon	aft.	morn	aft.	morn	aft.	aft.	aft.	morn	morn	aft.	aft.	aft.	s. d.	s. d.	s. d.	s. d.	s. d.
Hull ..... dep	2 10	—	—	—	7 25	—	—	8 30	11 0	—	—	—	—	—	—	—	—	—	—	—	—	—	
York .....	5 30	—	7 0	—	9 20	—	—	9 50	12 5	—	—	—	—	—	—	—	—	—	—	—	—	—	
Leeds .....	5 20	—	6 50	—	9 10	—	—	1055	1 35	—	—	—	—	—	—	—	—	—	—	—	—	—	
Normanton ...	5 30	—	7 0	—	9 19	—	—	1115	1 20	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wakefield .....	5 30	—	7 0	—	9 19	—	—	1123	1 30	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dewsbury .....	6 1	—	7 21	—	9 39	—	—	1135	1 54	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bradford .....	—	—	6 35	—	8 50	—	—	1052	1 10	—	—	—	—	—	—	—	—	—	—	—	—	—	
Huddersfield..	6 0	—	7 25	—	9 35	—	—	1140	1 55	—	—	—	—	—	—	—	—	—	—	—	—	—	
Halifax .....	6 35	—	7 50	—	10 0	—	—	12 6	2 16	—	—	—	—	—	—	—	—	—	—	—	—	—	
Rochdale .....	7 50	—	8 54	—	10 50	—	—	1 13	3 22	—	—	—	—	7 10	—	—	—	—	—	—	—	—	
Bury .....	8 12	—	9 18	—	11 12	—	—	1 45	4 0	—	—	—	—	7 35	—	—	—	—	—	—	—	—	
Salford Station,																							
Manchester dep.	8 0	8 20	9 30	11 0	11 5	12 0	1 40	2 10	3 30	5 0	5 15	7 5	8 30	7 40	9 15	1 0	6 0	8 15	—	—	—	—	
Pendleton .....	8 5	8 24	—	—	11 10	12 5	1 44	—	3 35	—	5 20	7 10	8 35	7 45	9 20	1 5	6 5	8 20	—	—	0 40	30 2	
Clifton Junction .....	8 12	—	—	1110	—	12 11	—	—	3 41	—	5 26	7 16	8 42	7 51	9 27	1 12	6 12	8 27	—	—	0 80	60 4	
Dixon Fold .....	—	—	—	—	—	12 16	—	—	—	—	5 30	—	—	—	—	—	—	—	—	—	1 00	90 5	
Stoneclough .....	8 21	—	9 47	—	11 22	12 20	—	—	3 50	—	5 36	7 26	8 52	8 0	9 36	1 22	6 21	8 37	—	—	1 20	110 7	
Halshaw Moor .....	8 23	8 38	9 50	1118	—	12 23	1 57	—	3 52	—	5 38	7 28	8 54	8 3	9 37	1 24	6 22	8 40	—	—	1 41	100 8	
Moses Gate .....	8 26	—	9 53	—	—	12 26	2 0	—	3 55	—	5 40	7 31	8 58	8 6	9 40	1 27	6 25	8 43	—	—	1 61	20 8	
Bolton .....	8 35	8 45	10 0	1125	11 30	12 33	2 5	2 30	4 0	5 20	5 47	7 40	9 5	8 15	9 50	1 35	6 35	8 55	2 0	1 6	1 9	30 10	
Lostock Lane .....	8 53	—	—	—	—	—	—	—	4 14	—	—	7 55	—	8 30	—	1 47	6 46	—	—	—	2 6	111 2	
Horwich & Blackrod .....	9 3	—	1015	—	11 45	—	—	2 45	4 20	—	—	8 1	—	8 36	—	1 53	6 55	—	3 3	2 6	112 2	21 4	
Adlington .....	9 7	—	—	—	11 51	—	—	—	4 26	—	—	8 7	—	8 42	—	2 0	7 0	—	—	—	3 3	51 6	
Chorley .....	9 16	—	1027	—	12 0	—	—	2 55	4 36	5 42	—	8 17	—	8 50	—	2 9	7 15	—	4 3	3 3	92	101 9	
Euxton .....	9 25	—	—	—	12 8	—	—	—	4 45	—	—	8 25	—	8 58	—	2 17	7 20	—	5 0	3 6	4	3 32 0	
Leyland .....	9 30	—	1037	—	12 14	—	—	—	4 49	5 51	—	8 30	—	9 3	—	2 22	7 25	—	—	—	4 8	62 2	
Farrington .....	9 35	—	—	—	12 18	—	—	—	4 54	—	—	8 35	—	9 8	—	2 27	7 30	—	—	—	4 10	8 2 3	
Preston... arrival	9 40	—	1045	—	12 25	—	—	3 13	5 0	6 0	—	8 40	—	9 15	—	2 35	7 40	—	7 0	4 35	6 4	02 6	
Lytham .....	1030	—	1130	—	1 15	—	—	4 5	5 6	6 50	—	—	—	10 10	—	3 25	—	—	8 4	6 0	7 10	5 10 3 9	
Blackpool... arr	1045	—	1145	—	1 30	—	—	4 10	Sat	6 55	—	—	—	10 15	—	3 30	—	—	9 0	6 6	8 6	4 4 2	
Fleetwood... arr	1050	—	1150	—	1 35	—	—	4 15	Sat	7 0	—	—	—	10 20	—	3 40	—	—	9 4	6 8	8 9	6 4 0	
Lancaster... arr	1032	—	—	—	1 17	—	—	4 2	5 59	—	—	—	—	—	5 59	9 15	—	—	11 0	7 0	9 6	9 4 3	
Carlisle .....	1 50	—	—	—	4 30	—	—	6 10	9 1	—	—	—	—	—	9 1	—	—	—	28 0	16 9	23	6 16 10 1	
Edinbro' .....	7 45	—	—	—	—	—	—	9 30	1 30	—	—	—	—	—	1 30	—	—	—	—	—	44	6 33 2	
Glasgow .....	7 55	—	—	—	—	—	—	9 40	1 40	—	—	—	—	—	1 40	—	—	—	—	—	44	6 33 2	
Perth .....	—	—	—	—	—	—	—	1130	3 43	—	—	—	—	—	3 43	—	—	—	—	—	—	—	







**LIVERPOOL, PRESTON, BLACKBURN, ACCRINGTON, LEEDS, and BRADFORD.**—East Lancashire.  
J. Smithells, Secretary. R. Hacking, Manager.

Liverpool and Manchester to Leeds.	WEEK DAYS.												SUNDAYS.											
	1	2	3	Exp	1	2	3	Exp	1	2	3	Exp	1	2	3	Exp	1	2	3	Exp	1	2	3	Exp
	cls.	1&2	cls.	cls.	1&2	cls.	cls.	cls.	cls.	1&2	cls.	cls.	cls.	1&2	cls.	cls.	cls.	1&2	cls.	cls.	cls.	1&2	cls.	cls.
Great Howard-st.	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn
Liverpool.. dep	5 30	8 30	9 50	12 15	3 40	5 0	6 30	4 0	5 0	6 30	4 0	5 0	6 30	4 0	5 0	6 30	4 0	5 0	6 30	4 0	5 0	6 30	4 0	5 0
Boole Lane ..	5 36	..	9 55	12 20	..	5 56	34	..	5 56	34	..	5 56	34	..	5 56	34	..	5 56	34	..	5 56	34	..	5 56
Walton Junction.	5 40	..	9 58	12 24	..	5 59	39	..	5 59	39	..	5 59	39	..	5 59	39	..	5 59	39	..	5 59	39	..	5 59
Aintree ..	5 47	..	10 0	12 28	..	5 13	43	..	5 13	43	..	5 13	43	..	5 13	43	..	5 13	43	..	5 13	43	..	5 13
Maghull ..	5 50	..	10 6	12 35	..	5 21	52	..	5 21	52	..	5 21	52	..	5 21	52	..	5 21	52	..	5 21	52	..	5 21
Town Green ..	5 57	..	10 12	12 40	..	5 28	7	..	5 28	7	..	5 28	7	..	5 28	7	..	5 28	7	..	5 28	7	..	5 28
Southport dp	..	..	9 15	..	2 35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ormskirk ..	6 38	50	10 17	12 45	4 0	5 35	7	..	5 35	7	..	5 35	7	..	5 35	7	..	5 35	7	..	5 35	7	..	5 35
Burscough ..	6 15	..	10 24	12 52	..	5 42	17	..	5 42	17	..	5 42	17	..	5 42	17	..	5 42	17	..	5 42	17	..	5 42
Rufford ..	6 18	..	10 34	1 0	..	5 50	26	..	5 50	26	..	5 50	26	..	5 50	26	..	5 50	26	..	5 50	26	..	5 50
Croston ..	6 24	..	10 41	1 7	..	5 57	34	..	5 57	34	..	5 57	34	..	5 57	34	..	5 57	34	..	5 57	34	..	5 57
Preston.. arr	6 50	9 25	11 10	1 35	4 35	6 20	55	0	6 20	55	0	6 20	55	0	6 20	55	0	6 20	55	0	6 20	55	0	6 20
Preston.. depart	6 30	9 5	10 50	1 15	4 15	6 0	25	..	6 0	25	..	6 0	25	..	6 0	25	..	6 0	25	..	6 0	25	..	6 0
Lostock Hall Jnctn	6 40	9 15	11 0	1 25	4 25	6 10	45	..	6 10	45	..	6 10	45	..	6 10	45	..	6 10	45	..	6 10	45	..	6 10
Bamber Bridge ..	6 45	..	11 3	1 29	..	6 14	50	..	6 14	50	..	6 14	50	..	6 14	50	..	6 14	50	..	6 14	50	..	6 14
Hoghton ..	6 55	9 22	..	1 38	..	6 20	58	..	6 20	58	..	6 20	58	..	6 20	58	..	6 20	58	..	6 20	58	..	6 20
Pleasington ..	7 1	..	11 10	1 44	..	6 22	8	..	6 22	8	..	6 22	8	..	6 22	8	..	6 22	8	..	6 22	8	..	6 22
Cherry Tree ..	7 4	..	..	1 47	..	6 31	5	..	6 31	5	..	6 31	5	..	6 31	5	..	6 31	5	..	6 31	5	..	6 31
Blackburn ..	7 10	9 35	11 15	1 55	4 55	6 35	12	..	6 35	12	..	6 35	12	..	6 35	12	..	6 35	12	..	6 35	12	..	6 35
Church ..	7 20	9 45	..	2 10	..	6 50	8	..	6 50	8	..	6 50	8	..	6 50	8	..	6 50	8	..	6 50	8	..	6 50
Accrington arr	7 25	9 50	11 30	2 15	5 15	6 55	30	aft.	6 55	30	aft.	6 55	30	aft.	6 55	30	aft.	6 55	30	aft.	6 55	30	aft.	6 55
From Salford Sta.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Manchester	6 20	9 5	10 30	1 15	4 20	5 50	20	15	5 50	20	15	5 50	20	15	5 50	20	15	5 50	20	15	5 50	20	15	5 50
Clifton Junction	6 28	..	10 38	..	..	7 28	..	..	7 28	..	..	7 28	..	..	7 28	..	..	7 28	..	..	7 28	..	..	7 28
Ringley Road ..	6 36	..	10 45	1 34	..	7 35	130	6	7 35	130	6	7 35	130	6	7 35	130	6	7 35	130	6	7 35	130	6	7 35
Radcliffe Bridge	6 40	9 20	10 49	1 37	..	7 39	134	6	7 39	134	6	7 39	134	6	7 39	134	6	7 39	134	6	7 39	134	6	7 39
Bury ..	6 50	9 25	10 55	1 45	4 40	6 15	50	15	6 15	50	15	6 15	50	15	6 15	50	15	6 15	50	15	6 15	50	15	6 15
Summerseat ..	6 56	..	11 0	1 50	..	6 27	55	10	6 27	55	10	6 27	55	10	6 27	55	10	6 27	55	10	6 27	55	10	6 27
Ramsbottom ..	7 0	9 33	11 51	2 0	5 4	6 38	62	0	6 38	62	0	6 38	62	0	6 38	62	0	6 38	62	0	6 38	62	0	6 38
Helmshore ..	7 6	..	11 12	0	..	6 38	62	0	6 38	62	0	6 38	62	0	6 38	62	0	6 38	62	0	6 38	62	0	6 38
Haslingden ..	7 12	9 43	11 18	2 5	5 4	6 44	12	5	6 44	12	5	6 44	12	5	6 44	12	5	6 44	12	5	6 44	12	5	6 44
Baxenden ..	7 18	..	..	2 10	..	6 50	18	2	6 50	18	2	6 50	18	2	6 50	18	2	6 50	18	2	6 50	18	2	6 50
Accrington arr	7 25	9 50	11 30	2 15	5 15	6 55	30	25	6 55	30	25	6 55	30	25	6 55	30	25	6 55	30	25	6 55	30	25	6 55
Arr. per Coach	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Whalley ..	..	11 4	..	..	6 5	..	..	3 5	7 50	..	..	3 5	7 50	..	..	3 5	7 50	..	..	3 5	7 50	..	..	3 5
Clitheroe ..	..	11 30	..	..	6 30	..	..	3 35	8 20	..	..	3 35	8 20	..	..	3 35	8 20	..	..	3 35	8 20	..	..	3 35
Huncoat ..	7 32	..	11 40	2 25	..	7 58	38	25	7 58	38	25	7 58	38	25	7 58	38	25	7 58	38	25	7 58	38	25	7 58
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6

Extra from Liverpool to Preston, at 9 and 11 morn., 2 10, 4 (Exp), and 7 20 aft. On Sundays at 9½ a.m. to Ormskirk. From Preston to Liverpool at 10 50 morn., 4½ and 6 50 aft. On Sundays at 5½ aft. From Preston to Accrington at 6 and 8 20 aft. From Accrington to Preston at 6 20 morn. on week days. From Blackburn to Manchester at 8 20 morn. on week days. From Accrington to Manchester at 5 20 aft. on week days.

**MANCHESTER AND BURY LOCAL TRAINS.**

From Manchester to Bury.—At 6 20, 7½, 9 5, and 10½ morn.; 12 10, 1½, 3½, 4 20, 5 5, 5 50, 7, and 8½ aft.

On Sundays, at 7 20 and 9 50 morn.; 1½, 5, 5 50, and 8½ aft.

From Bury to Manchester.—At 7½, 8½, 9 10, 10 20, and 11½ morn.; 12½, 1 40, 2 55, 4 20, 5 30, 6 50, and 8½ aft.

On Sundays, at 8 and 9 10 morn.; 2 50, 4 20, 5 40, and 7 42 aft.

**ROSSENDALE BRANCH.**—East Lancashire.

Stations.	WEEK DAYS.												SUNDAYS.											
	1	2	3	Exp	1	2	3	Exp	1	2	3	Exp	1	2	3	Exp	1	2	3	Exp	1	2	3	Exp
	cls.	1&2	cls.	cls.	1&2	cls.	cls.	cls.	cls.	1&2	cls.	cls.	cls.	1&2	cls.	cls.	cls.	1&2	cls.	cls.	cls.	1&2	cls.	cls.
[depart]	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn
Ramsbottom	8 10	9 33	1 54	4 48	6 27	8 57	8 10	9 33	1 54	4 48	6 27	8 57	8 10	9 33	1 54	4 48	6 27	8 57	8 10	9 33	1 54	4 48	6 27	8 57
Stubbins ..	8 15	9 38	2 0	4 50	6 35	9 8	8 15	9 38	2 0	4 50	6 35	9 8	8 15	9 38	2 0	4 50	6 35	9 8	8 15	9 38	2 0	4 50	6 35	9 8
Ewood Bridge ..	8 20	9 43	2 5	5 55	6 40	9 14	8 20	9 43	2 5	5 55	6 40	9 14	8 20	9 43	2 5	5 55	6 40	9 14	8 20	9 43	2 5	5 55	6 40	9 14
Rawtenstall ..	8 25	9 48	2 10	5 0	6 45	9 19	8 25	9 48	2 10	5 0	6 45	9 19	8 25	9 48	2 10	5 0	6 45	9 19	8 25	9 48	2 10	5 0	6 45	9 19
Newchurch ..	8 30	9 53	2 15	5 5	6 50	9 20	8 30	9 53	2 15	5 5	6 50	9 20	8 30	9 53	2 15	5 5	6 50	9 20	8 30	9 53	2 15	5 5	6 50	9 20
Bacup per Coach	..	10 30	..	..	7 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6



**GLASGOW and EDINBURGH to CARLISLE and the SOUTH.**

**Week Days.**

**Week Days.**

**Sundays**

[illegible]

\* In connexion with trains from Morningside.

		1		2		3		4		5		6		7		8		9		1		2	
		2 3	1st.	1 & 2	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 & 2	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	
		class.	class.	Mail.	class.	Ex.	class.	Ex.	class.	Ex.	class.	Ex.	class.	Ex.	class.	Ex.	class.	Ex.	class.	Ex.	class.	Ex.	
CYPRIDEAL.	Gushtfauld Sta.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
	GLASGOW.	6 45	10 20	11 20	1 35	..	4 15	7 30	9 5	..	11 20	9 5	..	..	..	..	..	..	..	..	..	..	
	Rutherglen	6 53	..	..	1 45	..	4 23	7 38	9 12	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Cambslang	7 1	..	..	1 55	..	4 31	..	9 19	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Hamilton Bruch. J. Blantyre	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	Uddington	7 13	..	11 37	2 10	..	4 43	7 54	9 29	..	11 37	9 29	..	..	..	..	..	..	..	..	..	..	
	Bellsli.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Glsgw St. Rol.	6 20	9 40	10 45	1 15	..	3 50	..	8 45	..	10 50	..	..	..	..	..	..	..	..	..	..	..	
	Steps Road. [Sta.	6 35	9 56	11 0	1 30	..	4 4	..	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Garnkirk	6 41	10 3	11 6	1 37	..	4 11	..	9 6	..	..	..	..	..	..	..	..	..	..	..	..	..	
GLASGOW, VIA GARTSHERRIE JUNC.	Gartcosh	6 48	10 11	11 13	1 44	..	4 17	..	9 13	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Perth	..	8 30	8 55	..	..	1 15	..	6 55	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Greenhill.	..	10 0	11 0	..	..	3 15	..	8 58	..	11 0	8 58	..	..	..	..	..	..	..	..	..	..	
	Cumbrnald.	..	..	11 11	..	..	3 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Gartsherie	6 56	10 25	11 23	1 53	..	4 28	..	9 23	..	11 23	9 23	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	Coatbridge	7 3	10 30	11 30	2 0	..	4 35	..	9 30	..	11 30	9 30	..	..	..	..	..	..	..	..	..	..	
	Whiffet	7 8	..	..	2 6	..	4 40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Holytown	7 18	..	11 41	2 16	..	4 50	..	9 38	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Motherwell	7 30	10 46	11 43	2 28	..	5 1	8 10	9 45	..	11 53	9 45	..	..	..	..	..	..	..	..	..	..	
	Wishaw	7 41	..	..	2 41	..	5 13	8 22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	Carluke	7 57	..	..	2 58	..	5 29	8 38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Braidwood	8 4	..	p.m.	3 5	..	2 36	..	..	..	p.m.	12 22	10 15	..	..	..	..	..	..	..	..	..	
	Lanark	8 18	..	12 22	3 21	p.m.	5 50	8 55	10 15	..	..	..	..	..	..	..	..	..	..	..	..	..	
	EDINBURGH	7 15	10 30	11 30	2 0	4 0	4 39	..	9 15	..	11 30	9 15	..	..	..	..	..	..	..	..	..	..	
	Stateford	..	..	..	2 9	..	4 39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	Currie	7 29	..	..	2 21	..	4 51	..	9 25	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Midcalder	7 43	..	11 56	2 38	4 29	5 24	..	9 43	..	11 56	9 43	..	..	..	..	..	..	..	..	..	..	
	Harburn	7 56	..	..	2 54	..	5 28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Auchengray	8 10	..	..	3 12	..	5 41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Carnwath	8 22	..	p.m.	3 26	..	5 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	Carstairs Junc.	8 30	11 21	12 34	3 34	5 10	6 3	9 6	10 25	..	12 34	10 25	..	..	..	..	..	..	..	..	..	..	
	Thankerton	..	..	..	3 49	..	6 17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Symington	8 46	..	12 54	3 59	..	6 27	..	10 43	..	12 54	10 43	..	..	..	..	..	..	..	..	..	..	
	Lamington	8 56	..	..	4 10	..	6 37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Abington	9 9	..	1 18	4 27	..	6 53	..	11 4	..	1 18	11 4	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	Elvanfoot	9 24	p.m.	..	4 45	7 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Beattock	9 54	12 21	2 8	5 23	7 46	..	11 45	..	2 8	11 45	..	..	..	..	..	..	..	..	..	..	..	
	Wamphray	10 6	..	..	5 40	..	8 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Nethercleugh	10 20	..	..	5 57	..	8 17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Lockerbie	10 30	..	2 42	6 9	..	8 28	..	12 15	..	2 42	12 15	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	Ecclefechan	10 44	..	2 58	6 27	..	8 45	..	12 31	..	2 58	12 31	..	..	..	..	..	..	..	..	..	..	
	Kirtlebridge	10 54	..	..	6 38	..	8 56	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Kirkpatrick	11 4	..	..	6 50	..	9 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Gretna Junc.	11 16	..	3 28	7 6	..	9 22	..	12 57	..	3 28	12 57	..	..	..	..	..	..	..	..	..	..	
	Rockliffe	11 27	..	..	7 19	..	9 35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	CARLISLE. arr.	11 35	1 22	3 48	7 30	..	9 45	..	1 14	..	3 48	1 14	..	..	..	..	..	..	..	..	..	..	
	Preston	3 45	4 0	7 53	..	..	..	..	4 50	..	7 53	4 59	..	..	..	..	..	..	..	..	..	..	
	Manchester	5 36	5 36	9 25	..	..	..	..	6 34	..	9 30	6 34	..	..	..	..	..	..	..	..	..	..	
	Liverpool	6 44	5 46	9 50	..	..	..	..	6 44	..	9 50	6 44	..	..	..	..	..	..	..	..	..	..	
	Birmingham	..	8 10	1 0	..	..	..	..	9 40	..	1 0	9 40	..	..	..	..	..	..	..	..	..	..	
EDINBURGH JUNC.	Rugby	..	8 30	1 20	..	..	..	10 5	..	1 20	10 5	..	..	..	..	..	..	..	..	..	..	..	
	London	..	11 0	1 50	..	..	..	1 0	..	4 50	1 0	..	..	..	..	..	..	..	..	..	..	..	

**NEWRY, WARRENPOINT, AND ROSTREVOR.**  
**From Newry to Warrenpoint**—At 8, 9, 10, & 11 morn.; 1, 3, 4, 6, & 8 aft. Sundays at 9 & 10 morn.; 2, 3, 4, 5, 7, & 8 aft.  
**From Warrenpoint**—At 8<sup>30</sup>, 9<sup>15</sup>, 10<sup>45</sup>, & 11<sup>15</sup> morn.; 1<sup>30</sup>, 3<sup>15</sup>, 4<sup>15</sup>, 6<sup>15</sup>, & 8<sup>15</sup> aft. Sundays, 9<sup>15</sup> & 10<sup>45</sup> morn.; 2<sup>15</sup>, 3<sup>45</sup>, 4<sup>45</sup>, 5<sup>45</sup>, 7<sup>45</sup>, & 8<sup>45</sup> aft.  
 Fares, First Class, 6d.; Second Class, 4d.

Fares, First Class. 6d.; Second Class, 4d.

Third-Class Carriages are attached to No. 2 Up Train between Glasgow and Edinburgh  
\* In connexion with Trains to Morningside



# EDINBURGH & GLASGOW.—Caledonian Local Trains.

Glasgow to Edinburgh.		Week Days.										Sundays.			
		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3
class	Exp.	Mail.	class	Exp.	Mail.	class	Exp.	Mail.	class	Exp.	Mail.	class	Exp.	Mail.	class
morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn
6 45	10 20	11 20	1 35	4 15	7 30	11 20	9 5	..	..	..	..	..	..	..	..
6 20	9 40	10 45	1 15	3 50	..	10 50	..	..	..	..	..	..	..	..	..
EDINBURGH	arrival	9 50	12 30	1 30	5 0	7 30	10 15	1 30	1 15	..	..	..	..	..	..

Edinburgh to Glasgow.		Week Days.										Sundays.			
		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3
class	Exp.	Mail.	class	Exp.	Mail.	class	Exp.	Mail.	class	Exp.	Mail.	class	Exp.	Mail.	class
morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn	morn
11 0	2 0	5 40	8 0	..	1 55	..	..	..	..	..	..	..	..	..	..
9 50	1 40	5 15	6 20	7 40	..	1 40	1 30	..	..	..	..	..	..	..	..
EDINBURGH	depart.	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GLASGOW	St. Rollox Station	arrival	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

For intermediate Stations see preceding page.

## ABERDEEN RAILWAY.

Alex. Allen, Manager

Aberdeen by Coach ..		morn	morn	1036	aft	aft	Glasgow.... dep		morn	morn	morn	aft	aft
		6	0	1036	aft	1 0			..	..	10 30	0 2	50
Montrose.... dep.	8 5	10 50	2 43	5 10	7 15	..	Edinbro' } per Ed. & Nn.	..	..	10 30	1 3	45	..
Brechin.....	8 5	10 50	2 43	5 10	7 15	..	per S. Cent.	..	..	10 1	0 2	0	..
Arbroath.....	8 20	11 10	2 55	5 25	7 33	..	Perth, per Scottish Mid.	..	8 40	1 10	4	5	40
Colliston.....	8 28	11 18	3 5	33 41	..	..	..	..	..	..	..	..	..
Leysmill.....	8 33	11 23	3 5	38 46	..	..	..	..	..	..	..	..	..
Dubton.....	8 10	10 55	2 48	5 15	7 20	..	Forfar.....	8 15	11 0	2 50	5 20	7 25	..
Bridge of Dun ..	8 18	11 3	3 55	5 23	7 28	..	Clocksbriggs ..	8 21	11 6	2 56	5 26	7 31	..
Farnell Road ..	8 28	11 13	3 5	30 36	..	..	Auldar Road.....	8 27	11 12	3 5	32 37	..	..
Fröckheim Junc.	8 46	11 27	3 15	5 45	7 53	..	Guthrie.....	8 33	11 18	3 8	38 43	..	..
Guthrie.....	8 26	11 33	3 21	5 51	7 59	..	Fröckheim Junc.	8 40	11 27	3 15	5 45	7 53	..
Auldar Road.....	8 46	11 33	3 21	5 51	7 59	..	Leysmill.....	8 45	11 31	3 21	5 50	7 57	..
Clocksbriggs ..	8 58	11 43	3 36	6 8	8 11	..	Colliston.....	8 53	11 36	3 27	5 58	8 2	..
Forfar..... arr	9 5	11 50	3 40	6 10	8 18	..	Farnell Road ..	9 21	11 48	3 38	6 7	8 14	..
Perth.....	1035	aft	1 10	5 7	55	..	Bridge of Dun ..	9 10	11 55	3 45	6 18	8 22	..
Edinbro' } per S. Cent.	aft	4 30	10 0	..	..	..	Dubton.....	9 15	12 0	3 50	6 20	8 28	..
pr Ed. & Nn.	1 0	4 57	30	..	..	..	Brechin..... arr	9 15	12 0	3 50	6 20	8 28	..
Glasgow.....	..	4 15	30	..	..	..	Montrose.....	9 15	12 0	3 50	6 20	8 28	..
..	..	..	..	..	..	..	Arbroath.....	9 0	11 45	3 38	6 5	8 10	..
..	..	..	..	..	..	..	Aberdeen by Coach	..	..	..	1020	1230	..

		mail			mail					mail					mail								
		morn	morn	morn	morn	aft	aft.			morn	morn	morn	aft.	aft.			morn	morn	morn	aft.	aft.		
Aberdeen Railway.	Aberdeen by Coach	1218	..	6 0	1036	1 0	7 15	{	Arbroath. dep	6 58	8 20	1110	2 55	5 25	7 33	{	Arbroath. dep	6 58	8 20	1110	2 55	5 25	7 33
	Montrose dep	4 25	8 5	1050	2 43	5 10	7 15		Colliston .....	7 6	8 28	1118	3 35	5 23	7 41		Colliston .....	7 6	8 28	1118	3 35	5 23	7 41
	Brechin .....	..	8 5	1050	2 43	5 10	7 15		Leymill .....	7 10	8 33	1123	3 8	5 37	7 46		Leymill .....	7 10	8 33	1123	3 8	5 37	7 46
	Forfar .....	..	8 15	11 0	2 50	5 20	7 25		Fröckheim Junc.	7 17	8 40	1127	3 15	5 45	7 53		Fröckheim Junc.	7 17	8 40	1127	3 15	5 45	7 53
	Dubton .....	..	8 10	1055	2 48	5 15	7 20		Guthrie .....	..	8 46	1133	3 21	5 51	7 59		Guthrie .....	..	8 46	1133	3 21	5 51	7 59
	Bridge of Dun ..	4 39	8 18	11 3	3 55	5 23	7 28		Auldar Road ..	..	8 52	1139	3 27	5 57	8 5		Auldar Road ..	..	8 52	1139	3 27	5 57	8 5
	Farnell Road ..	4 48	8 26	1113	3 5	30 36	..		Clocksbriggs ..	..	8 58	1145	3 32	6 8	8 11		Clocksbriggs ..	..	8 58	1145	3 32	6 8	8 11
	Clocksbriggs ..	..	8 21	11 6	2 56	5 26	7 31		Farnell Road ..	7 30	8 53	1140	3 29	5 58	8 5		Farnell Road ..	7 30	8 53	1140	3 29	5 58	8 5
	Auldar Road ..	..	8 27	1112	3 5	32 37	..		Bridge of Dun ..	7 38	9 12	1148	3 36	6 7	8 14		Bridge of Dun ..	7 38	9 12	1148	3 36	6 7	8 14
	Guthrie .....	..	8 33	1118	3 8	38 43	..		Dubton .....	..	9 10	1155	3 45	6 18	8 22		Dubton .....	..	9 10	1155	3 45	6 18	8 22
Fröckheim Junc	5 0	8 40	1127	3 15	5 45	7 53	Brechin .....	..	9 15	12 0	3 50	6 20	8 28	Brechin .....	..	9 15	12 0	3 50	6 20	8 28			
Leysmill .....	5 58	8 45	1131	3 21	5 50	7 57	Montrose .....	7 53	9 15	12 0	3 50	6 20	8 28	Montrose .....	7 53	9 15	12 0	3 50	6 20	8 28			
Colliston .....	5 10	8 45	1136	3 27	5 58	8 2	Forfar .....	..	9 5	1150	3 40	6 10	8 18	Forfar .....	..	9 5	1150	3 40	6 10	8 18			
Arbroath .....	5 20	8 11	45	3 38	6 8	8 11	Aberdeen by Coach	12 0	..	..	1020	1230	..	Aberdeen by Coach	12 0	..	..	1020	1230	..	..		

## MONTROSE AND BRECHIN TRAINS.

Montrose to Brechin.—From Montrose at 8 50 and 11 35 a.m., 3 25, 5 55, and 8 p.m.  
 Brechin to Montrose.—From Brechin at 8 5 and 10 50 a.m., 2 43, 5 10, and 7 4 p.m.

# EDINBURGH & GLASGOW.

J. Latham, Secretary and Gen. Manager. A. J. Adie, Acting Eng. D. Reid, Goods Manager.

DOWE Trains.		Edinburgh to Glasgow.												Fares from Edinburgh.			
DEPART FROM		1234	1,2,3	1&2	1,2,3	1&2	1,2,3	1&2	1,2,3	1234	1&2	1Cl.s 2Cl.s 3Cl. 4 Cl.					
		mail	cls.	exp.	cls.	exp.	mail	cls.	exp.	cls.	mail	s. d. s. d. s. d. s. d.					
		m	m	m	m	m	m	m	m	m	m						
York .....																	
Newcastle .....						7 0					3 45						
Berwick .....				6 80		9 45					6 20						
											8 15						
Edinburgh .....		6 30	8 0	10 0	11 0	1 0	2 0	4 0	4 30	7 0	10 40						
34 Corstorphine .....		6 45			11 15		2 12		4 45	7 15		0 6	4 0	3 0	0	2	
58 Gogar .....		6 52			11 18		2 17		4 48	7 20		0 90	6 0	4 0	2 0	2	
103 Ratho .....		7 28	20		11 23		2 23		4 53	7 26	10 20	1 41	0 0	7 0	4 0	4	
84 Broxburn .....		7 8								7 32		1 61	41	0 0	7 0	7	
12 Winchburgh .....		7 20			11 31		2 30		5 17	38		2 01	91	30	9 0	9	
178 Linlithgow .....		7 30	8 40	10 30	11 42	1 30	2 45	4 30	5 12	50	10 35	3 02	61	110	1 0	0	
224 Polmont .....		7 40	8 50		11 52		2 55		5 22	8		3 93	02	31	4 0	4	
256 Falkirk .....		8 0	9 10	10 45	12 10	1 45	3 10	4 45	5 40	8 15	11 0	4 63	62	61	6 0	6	
30 Scot. Cen. Jnc. .....		8 10	9 10	10 55		1 55	2 30		5 50	30							
32 Castlecary .....		8 15	9 15		12 26		3 25		5 58	35		5 64	43	42	0 0	0	
36 Croy .....		8 25	9 28		12 35		3 40		6 58	50		7 04	103	92	4 0	4	
404 Kirkintilloch .....		8 35	9 32		12 45		3 50		6 15	9		7 05	64	22	6 0	6	
443 Bishop-Briggs .....		8 45								9 15		7 66	04	72	10 0	10	
474 Glasgow .....		9 0	10 0	11 30	1 15	2 30	4 15	5 30	6 30	9 30	11 45	8 06	65	03	0 0	0	

Up Trains.		Glasgow to Edinburgh.												From Glasgow.			
DEPART FROM		1234	1,2,3	1&2	1,2,3	1&2	1,2,3	1&2	1,2,3	1&2	1,2,3	1&2	1Cl.s 2Cl.s 3Cl.s 4Cl.s				
		mail	cls.	exp.	cls.	exp.	mail	cls.	exp.	mail	cls.	exp.	s. d. s. d. s. d. s. d.				
		m	m	m	m	m	m	m	m	m	m	m					
Glasgow .....		7 0	8 0	10 30	11 30	1 0	2 30	4 0	5 0	7 30	10 0						
34 Bishop-Briggs .....		7 15								7 45		0 80	60	30	0 2		
58 Kirkintilloch .....		7 25	8 18		11 50		2 48		5 18	57	10 20	1 00	00	60	60	3	
104 Croy .....		7 35	8 28		12 0		2 58		5 27	8		2 01	00	110	110	5	
154 Castlecary .....		7 45	8 38	11 0	12 10		3 8		5 35	15	10 45	2 92	01	60	11 0	11	
174 Scot. Cen. Jnc. .....		8 0	8 45	11 0		1 30	3 12	4 30	5 40	8 25							
213 Falkirk .....		8 10	8 55	11 15	12 25	1 35	3 20	4 30	5 48	30	11 5	4 03	02	21	1 3	3	
225 Polmont .....		8 20			12 37		3 30		5 58	40		4 34	42	71	6 0	6	
354 Linlithgow .....		8 30	9 10	11 30	12 46	1 55	3 40	4 45	6 8	50	11 30	5 34	03	01	1 10	10	
372 Winchburgh .....		8 45			12 56		3 48		6 18	9		6 34	93	82	2 0	2	
384 Broxburn .....		8 50								9 11		6 65	03	10	2 4	4	
393 Ratho .....		8 57	9 30		1 7		3 58		6 27	9	12 0	7 05	34	02	2 5	5	
411 Gogar .....		9 5	9 38		1 14		4 5		6 35	9	25	7 65	64	32	6 0	6	
432 Corstorphine .....		9 10	9 45		1 20		4 12		6 40	30		7 95	94	52	8 0	8	
476 Edinbro' ar.		9 30	10 0	12 0	1 40	2 30	4 10	5 30	7 0	10 0	12 30	8 06	65	03	0 0	0	
Berwick .....			11 15			6 40	8 30										
Newcastle .....			1 5			10 45											
York .....		3 40				1 55											

+ Passengers by this Train may have to wait the arrival of the train from York, due at 9.45. (Black on Saturdays)

\* This Train arrives at 12.00 on Saturdays



# CAMPBIE BRANCH.—Edinburgh and Glasgow.

Miles.	Glasgow to Campsie.	Down Trains.				Fares.			Miles.	Campsie to Glasgow.	Up Trains.				Fares.		
		1 & 3	1 & 3	1 & 3	1 & 3	1st	2nd	3rd			1 & 3	1 & 3	1 & 3	1 & 3	1st	2nd	3rd
		class	class	class	class	class	class	class			class	class	class	class	class	class	class
	Glasgow.....dep.	7 30	11 03	40	6 0	..	..	..		Lennoxtown dep.	9 0	1 05	0	7 0	..	..	..
3 1/2	Bishop-Briggs .....	7 40	11 16	50	6 10	0	8	0	3 1/2	Miltown .....	9 6	1 65	6	7 6	0	4	0
6 1/2	Kirkintilloch Junction .....	7 50	11 26	58	6 20	1	0	0	6 1/2	Kirkintilloch .....	9 13	1 135	13	7 13	0	8	0
8	Kirkintilloch .....	7 57	11 27	4	6 27	1	0	0	8	Kirkintilloch Junction .....	9 25	1 255	25	7 25	0	10	0
9 1/2	Miltown .....	8 4	11 34	14	6 34	1	0	9	9 1/2	Bishop-Briggs .....	9 31	1 315	31	7 31	1	6	0
11 1/2	Lennoxtown arr.	8 10	11 40	20	6 40	1	8	0	11 1/2	Glasgow .....	9 45	1 455	45	7 45	1	8	0

## AIRDRIE AND COATBRIDGE.

From Airdrie at 9 morn.; 1 20, 4 55, and 7 18 aft. From Glasgow at 6 20 and 10 1/2 morn.; 8 50 and 6 1/2 t.  
Fares, first class 1s. 3d. second 11d.

## SLAMANNAN RAILWAY.

From Airdrie to Linlithgow at 7 1/2 morn. and 4 40 aft. From Linlithgow to Airdrie at 9 1/2 morn. and 8 p.m. stopping  
FARES to and from Airdrie, 1st class 2s. 9d., 2nd 2s. 3rd 1s. 8d.

## DALKEITH AND HAWICK BRANCH.—North British.

DOWN.	123	123	123	123	123	123	123	123	Fares.			UP.	123	123	123	123	123	123	123	123
	gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.	1 cl.	2 cl.	3 cl.		gov.	gov.	gov.	gov.	gov.	gov.	gov.	gov.
	class	class	class	class	class	class	class	class	cl.	cl.	cl.		class	class	class	class	class	class	class	class
Edinburgh dep.	8 15	10 45	12 02	0 3	35	4	15	6 15	8 20	..	..	N. Town, St. Boswils.	9 0	1 10	30	..	..	..	..	..
Portobello .....	8 23	10 53	12 08	0 3	43	4	23	6 23	8 28	0	6 0	Melrose .....	9 7	1 10	39	..	..	..	..	..
Niddrie .....	8 30	11 01	12 15	2 15	3 50	4	30	6 30	8 35	0	6 0	Galashiels .....	9 8	1 10	50	..	..	..	..	..
Miller Hill .....	..	..	1220	..	..	..	..	..	8 40	0	10 0	Bowland Bdg dep.	9 8	1 11	0	..	..	..	..	..
Dalkeith .....	..	..	1225	2 25	4 0	..	..	..	8 45	1	0 0	Stow .....	9 8	1 11	8	..	..	..	..	..
Dalhousie .....	8 41	11 11	..	..	..	..	..	4 41	6 41	..	1 20	Fountainhall .....	9 8	1 11	20	..	..	..	..	..
Gorebridge .....	8 51	11 21	..	..	..	..	..	4 51	6 51	..	1 21	Heriot .....	9 8	1 11	30	..	..	..	..	..
Tyne-Head .....	9 5	11 35	..	..	..	..	..	5 5	7 5	..	3 02	Tyne Head .....	9 8	1 11	40	..	..	..	..	..
Heriot .....	9 15	11 45	..	..	..	..	..	5 15	7 15	..	3 02	Gorebridge .....	9 9	1 11	52	..	..	..	..	..
Fountainhall .....	9 25	11 55	..	..	..	..	..	5 25	7 25	..	4 63	Dalhousie .....	9 9	1 12	0	..	..	..	..	..
Stow .....	9 37	12 7	..	..	..	..	..	5 37	7 37	..	5 64	Dalkeith .....	9 0	..	1 03	0 4	15	..	..	9 0
Bowland Bdg. ar.	9 45	12 15	..	..	..	..	..	5 45	7 45	..	6 04	Miller Hill .....	9 5	..	..	3 5	..	..	..	9 5
Galashiels .....	9 55	12 25	..	..	..	..	..	5 55	7 55	..	7 05	Niddrie .....	9 10	9 30	12 15	11 30	10 4	25	50	45
Melrose .....	10 5	12 35	..	..	..	..	..	6 5	8 5	..	8 05	Portobello .....	9 17	9 37	12 22	11 37	17 4	25	57	52
N. Town, St. Boswils.	10 15	12 45	..	..	..	..	..	6 15	8 15	..	8 66	Edinburgh. arr.	9 25	9 45	12 30	11 25	3 25	1 40	5 45	8 09

Extra.—Edinburgh to Dalkeith.—At 10 morn., returning at 11 morn.

Edinburgh to St. Boswell's, at 9 morn. and 5 aft. St. Boswell's to Edinburgh, at 8 1/2 morn. and 6 aft.

Edinburgh to Musselburgh.—At 9 1/2 and 11 1/2 morn., 1, 3, 4 35, 7, and 9 1/2 aft.

Musselburgh to Edinburgh.—At 8 1/2, 9 1/2, and 11 1/2 morn.; 2, 4, 6, and 8 1/2 aft.

Edinburgh to Portobello.—At 8 1/2, 9 1/2, 10, 10 1/2, 11 1/2, & 12 morn.; 1, 2, 2 1/2, 3, 3 35, 4, 4 1/2, 4 35, 6 1/2, 7, 8 20 and 9 1/2 aft.

Portobello to Edinburgh.—At 8 40, 8 50, 9 1/2, 9 35, 9 50, 9 58, 11 1/2, & 11 55 morn.; 12 5, 12 20, 1 15, 2 10, 3 1/2, 4 10, 4 35, 5 10, 6 10, 7, 7 30, 8 40, and 9 1/2 aft.

## PERTH, EDINBURGH, AND GLASGOW.—Scottish Central.

R. D. Ker, Sec.

Miles.	Stations.	123	Exp.	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	Fares			Stations.	1 & 2	123	123	123	Exp.	Fares		
		gov.	gov.	gov.	gov.	gov.	gov.	gov.	1 cl.	2 cl.	3 cl.		gov.	gov.	gov.	gov.	gov.	1 cl.	2 cl.	3 cl.
		class	class	class	class	class	class	class	cl.	cl.	cl.		class	class	class	class	class	cl.	cl.	cl.
	TRAINS LEAVE	morn	morn	morn	morn	morn	morn	morn	..	..	..		morn	morn	morn	morn	morn	..	..	..
1	Perth .....	6 20	8 30	8 55	1 15	3 40	6 06	55	0 10	7 0	..	London dep.	10 0	..	..	..	..	..	..	..
4	Forquahenny .....	6 28	..	..	..	..	6 8	..	0 10	7 0	..	Birming. "	1 0	..	..	..	..	..	..	..
7	Forquahenny .....	6 38	..	9 9	1 29	3 54	6 18	7 9	1 61	7 0	..	Carlisle "	9 16	..	..	..	..	..	..	..
9 1/2	Dunblane .....	6 47	..	..	..	..	6 27	..	2 01	5	..	Edinb. dep.	..	6 30	10 0	1 02	0 43	..	..	..
13 1/2	Auchterarder .....	7 0	..	9 22	1 46	4 12	6 39	7 20	2 10	10 0	..	Glasgow "	..	7 10	10 30	1 02	0 30	..	..	..
18	Blackford .....	7 14	..	..	..	..	6 52	..	3 92	7	..	Greenhill Junc.	1 43	8 15	11 10	1 58	3 25	55	10 0	..
22	Greenloaning .....	7 26	..	9 50	2 5	4 34	7 47	50	4 73	3	..	Larbert .....	..	8 23	11 18	2 6	3 36	3	..	5 10
26 1/2	Kinbuck .....	7 37	..	..	..	..	7 15	..	5 43	9	..	Bannockburn .....	..	8 38	..	..	6 18	..	..	6 11
28	Dunblane .....	7 46	..	10 10	2 22	4 50	7 24	8 10	5 10	14	..	Bannockburn .....	..	8 47	11 37	2 33	3 53	62	7 10	6 2
30	Bridge of Allan .....	7 54	..	10 18	2 28	4 56	7 28	8 16	5 34	4	..	Stirling .....	2 8	8 56	11 45	2 34	4 46	88	..	8 16
33	Stirling .....	8 5	9 30	10 25	2 33	5 7	7 42	8 25	6 10	10	..	Bridge of Allan .....	..	9 13	11 52	2 43	4 13	67	..	8 16
35 1/2	Bannockburn .....	8 15	..	..	..	..	7 61	..	7 55	2	..	Dunblane .....	2 28	9 41	11 52	2 43	4 13	67	..	8 16
41	Larbert .....	8 30	..	10 38	2 55	5 25	7 68	8 41	8 66	0	..	Kinbuck .....	..	9 13	..	..	6 57	..	..	9 06
45	Greenhill Junc.	8 45	10 0	10 50	3 10	5 35	8 20	8 58	9 46	7	..	Greenloaning .....	2 45	9 23	12 10	3 0	4 30	7 9	..	9 27
50	Edinb. arr.	10 0	..	12 0	4 30	7 0	10 0	..	10 67	6	..	Blackford .....	..	9 25	..	..	7 22	..	..	10 67
62 1/2	Glasgow "	9 30	..	11 30	4 15	6 35	9 30	..	12 08	6	..	Auchterarder .....	8 7	9 47	12 30	3 22	4 50	7 35	..	10 67
	Carlisle "	..	1 22	3 48	9 45	..	..	1 14	31	4 24	4	Dunblane .....	..	9 58	..	..	7 47	..	..	10 67
	Birming. "	..	8 0	1 0	..	..	..	9 40	67	10 50	4	Dunblane .....	..	10 6	12 45	3 38	5 7	56	..	10 67
	London "	..	10 50	4 50	..	..	..	1 0	57	10 64	4	Forquahenny .....	..	10 16	..	..	8 6	..	..	10 67

ON SUNDAYS.—From Perth to Greenhill Junc. 8 55 morn. and 6 55 aft. From Greenhill Junc. to Perth, 1 43 morn. and 1 58 aft. in connexion with London trains.

J. Fairfull Smith, Sec.

## GLASGOW, DUMFRIES, AND CARLISLE.

Miles.	Down.	From Dumfries.				Fares.			Miles.	Up.	From Gretna.				Fares.		
		1 & 2	1 & 2	1 & 2	1 & 2	1 class	2 class	3 class			1 & 2	1 & 2	1 & 2	1 & 2	1 class	2 class	3 class
		class	class	class	class	class	class	class			class	class	class	class	class	class	class
	Dumfries .....	morn	aft	10	3 50	5 50	..	..		Gretna Green dp	9 40	11 20	3 30	7 10	..	..	..
8 1/2	Ruthwell .....	8 35	1 25	4 5	6 5	1 4	1 0	0 8	8 1/2	Dornock .....	10 0	11 40	3 50	7 30	1 1	0 9	0 6
11 1/2	Cumertrees .....	8 45	1 35	4 15	6 15	1 11	1 5	0 11	9	Annan .....	10 10	11 50	4 0	7 40	1 6	1 0	9
15	Annan .....	8 55	1 45	4 25	6 25	2 6	1 10	1 3	12 1/2	Cumertrees .....	10 20	12 0	4 10	7 50	2 0	1 6	1 0
17 1/2	Dornock .....	9 0	1 50	4 30	6 30	2 11	2 2	1 5	15 1/2	Ruthwell .....	10 30	12 10	4 20	8 0	2 7	1 11	1 3
24	Gretna Green arr	9 20	2 10	4 50	6 50	4 0	3 0	2 0	24	Dumfries .....	10 50	12 30	4 40	8 20	4 0	3 0	2 0

From Dumfries to Glasgow, the "Standard" Coach, at 10 a.m., by Thornhill, Sanquhar, Kirkconnell, New Cumnock, Old ditto, and Auchinleck, the present terminus of the Glasgow and Ayr Railway, in connexion with the trains, arriving in Glasgow every afternoon.

IRELAND.—Belfast and Holywood.—Belfast and County Down.—From Belfast to Holywood at 7 8, 9, 10, & 11 morn.; 12 noon, 1 3, 4, 5, 6, 7, and 9 aft. On Sundays at 9 and 10 1/2 morn.; 1, 2, 3, 4, 5, 6, 7, and 9 aft.

From Holywood to Belfast at 7 1/2, 8 1/2, 9 1/2, 10 1/2, and 11 1/2 morn.; 12 1/2, 1 1/2, 2 1/2, 3 1/2, 4 1/2, 5 1/2, 6 1/2, 7 1/2, 8 1/2, and 9 1/2 aft. On Sundays at 9 1/2 and 11 morn.; 1 1/2, 2 1/2, 3 1/2, 4 1/2, 5 1/2, 6 1/2, 7 1/2, 8 1/2, and 9 1/2 aft. Fares, first class, 6d.—Second class, 4d.



**EDINBURGH, DUNDEE, PERTH, & CUPAR,—Edinburgh and Northern.**

Miles.	DOWN. From Edinburgh.	1 2 4	1 2 3	1 & 2	Mail.	1 2 3	Sunday	FARES	UP.	1 2 4	1 2 3	1 & 2	1 2 3	Sundays.
		mail.	class.	class.	1 2 3	class.	1 2 4	from Edinburgh	From Perth.	mail.	class.	class.	mail.	class.
—	Trains Leave	morn	morn	aft.	*aft	aft.		morn aft. s. d. s. d. s. d.		morn	morn	aft.	aft.	morn aft.
—	Edinburgh	6 45	10 30	1 0	4 45	6 30		7 30 4 30	Perth	6 45	10 40	1 25	5 15	7 15
3	Leith	6 30	10 20	12 50	4 35	6 20		0 40 30 2	Bridge of Earn	6 50	10 50	1 35	5 14	7 26
8	Granton (Ferry)	7 5	10 50	1 20	5 5	6 50		6 0 40 8	Abernethy	7 5	11 1	1 42	5 1	7 34
10 1/2	Burntisland	7 40	11 25	1 55	5 40	7 25		8 25 5 25 1	Newburgh	7 13	11 7	1 56	5 26	7 42
14	Kinghorn	7 45	11 30	2 0	5 45	7 30		8 30 5 30 2	Cupar	7 23	11 2	1 51	5 21	7 50
15	Kirkcaldy	7 52	11 37	2 9	5 52	7 37		8 37 5 37 2	Dundee	6 10	9 40	1 24	4 15	7 20
16	Sinclairtown	7 55	11 40	2 12	5 57	7 42		8 40 5 40 2	Broughty Ferry	6 20	10 0	1 0	4 30	7 15
18 1/2	Dysart	8 0	11 45	2 21	6 4	7 49		8 45 5 45 2	Ferry Port-on-C	6 46	10 30	1 26	4 55	7 10
21	Thornton Junc.	8 7	11 50	2 29	6 11	7 51		9 0 5 0 3	Leuchars	7 0	10 45	1 39	5 9	7 25
21	Markinch	8 15	11 57	2 36	6 19	8 3		9 0 6 0 4	Dairsie	7 10	10 55	1 48	5 19	7 35
24	Falkland Road	8 25	12 0	2 49	6 29	8 33		9 10 6 10 5	Cupar trains leave	7 18	11 3	1 56	5 27	7 43
26	Kingskettle	8 31	12 0	2 49	6 35	8 39		9 16 6 15 5	Springfield	7 28	11 11	2 0	5 30	7 48
27	Ladybank Dundee J.	8 36	12 12	2 54	6 43	8 19		9 21 6 20 5	Ladybank	7 30	11 19	2 12	5 40	7 55
30	Springfield	8 43	12 19	3 1	6 49	8 22		9 28 6 28 6	Kingskettle	7 35	12 0	2 15	5 45	8 0
32	Cupar arrival	8 50	12 24	3 8	6 55	8 32		9 35 6 35 6	Falkland Road	7 42	12 0	2 24	5 52	8 7
35 1/2	Dairsie	8 56	12 29	3 11	7 1	8 37		9 41 6 41 7	Markinch	7 50	12 0	2 32	6 0	8 15
39	Leuchars	9 16	12 39	3 23	7 11	8 39		9 51 6 51 8	Thornton Junc	7 58	12 0	2 39	6 7	8 28
44	Ferry Port-on-C	9 20	12 49	3 35	7 28	8 50		10 0 7 58	Dysart	8 3	12 0	2 48	6 1	8 32
45	Broughty Ferry	9 45	1 10	3 50	7 41	9 5		10 20 7 25	Sinclairtown	8 7	12 0	2 48	6 1	8 35
47	Dundee [about]	10 0	1 25	4 0	8 0	9 20		10 45 7 45 8	Kirkcaldy	8 10	11 53	2 54	6 20	8 45
48 1/2	Collesie	8 43	12 3	3 1	6 49	8 22		9 28 6 27 6	Kinghorn	8 20	12 0	3 2	6 1	8 45
34 1/2	Newburgh	8 54	12 25	3 12	7 0	8 32		9 39 6 38 7	Burntisland (Fer)	8 30	12 5	3 7	6 34	8 55
37 1/2	Abernethy	9 4	12 3	3 22	7 10	8 39		9 49 6 48 7	Granton	9 5	12 40	3 43	7 9	9 30
41	Bridge of Earn	9 14	12 38	3 32	7 20	8 45		9 59 6 58 8	Leith	9 30	1 9	4 9	7 38	10 0
45	Perth arrival	9 25	12 50	3 42	7 30	8 55		10 10 7 10 8	Edinbro' [about]	9 25	1 0	4 4	7 30	9 50

\* Open carriages by these trains between Edinburgh, Dundee, and Broughty—Fare, 2s. 6d.; also between Edinburgh, Kirkcaldy, Sinclairtown, & Dysart—Fare 1s. The 10 1/2 morn. & 1 aft. down, & the 5 5 p.m. up trains stop at all the Stations on Thursdays & Fridays.

**LEITH AND GRANTON SECTION.**

From Princes Street to Granton, at 6 1/2 & 7 1/2 a.m., and every half hour to 4 p.m.; also at 4 1/2, 5, 5 1/2, 6, 6 1/2, 7, 7 1/2, 8, & 9 p.m.  
 From Princes Street to Leith, at 8, 8 1/2, and 8 3/4 morn., and every quarter of an hour, till 8 aft.; also at 8 35, 9 10, and 9 1/2 aft.  
 From Granton, to Trinity, Edinburgh, &c., at 7 1/2, 8 1/2, 9 5, 9 1/2, 10, 10 1/2, 11, & 11 1/2 a.m.; 12 noon, \*12 40, 1 1/2, 2 1/2, 3, \*3 43, 4, 4 1/2, 5 10, 5 1/2, 6, 6 1/2, \*7 9, 7 1/2, 8 1/2, & \*9 1/2 aft. \*Leave Granton 15 minutes sooner or later, to suit the arrival of the Northern trains.  
 From Leith to Edinburgh, at 6 10, 6 35, 7 40, 8 20, 8 50 and 9 5 a.m., and four times every hour till 8 20 aft.; also at 8 50 and 9 30 p.m.  
 Leith to Granton at 6 1/2, 7 40, 8 20, 8 50, 9 20, 9 50, 10 20, 10 50, 11 20, and 11 50 a.m.; 12 noon, 12 50, 1 20, 1 50, 2 20, 2 50, 3 20, 3 50, 4 35, 4 50, 5 20, 5 50, 6 20, 6 50, 7 20, 7 50 and 8 50 p.m.

FARES—Edinburgh to Granton, 1st class 6d., 2nd 4d., 3rd 3d.; to Leith, 4d., 3d., 2d.

**PERTH AND ST. ANDREWS.**

From Perth to St. Andrews at 6 1/2 and 10 1/2 a.m., 1 25, and 5 5 p.m. to Leuchars only, 7 1/2 p.m.

On Sundays, to Leuchars 8 morn., and 5 5 aft.

From St. Andrews to Perth at 6 and 9 1/2 morn.; and 12 1/2, 4 1/2, and 6 aft.—On Sundays, from Leuchars 8 12 morn., and 5 1/2 aft.  
 Fares, Perth to Leuchars 1st class 5s. 6d.; second 4s.; third 2s. 9d.; fourth 2s. 3d.

**PERTH and FORFAR.—Scottish Midland Junction.**

W. Byers, Manager.

Miles	UP Trains.	Week Days.									Fares from Forfar.			Miles.	DOWN Trains.	Week Days.									Fares. From Perth.		
		mixd	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.			mix	1 2 3	1 2 3	1 2 3	1 2 3	1st class.	2nd class.	3rd class.				
																								ass.	mail.	class.	ass.
		morn	morn	morn	morn	morn	aft	s. d.	s. d.	s. d.				morn	morn	morn	aft.	ass.	ass.	s. d.	s. d.	s. d.					
	Aberdeen coach				6 0		1 0							Perth .....	6 0	8 40	1 10	4 0	5 40								
	Montrose dp		8 5	10 50	2 43	5 10							4	Luncarty	6 20	8 48	1 19		5 40	0 80	6 0	4					
	Brechin		8 5	10 50	2 43	5 10							6 1/2	Dunkeld Road	6 25	8 52	1 23	4 9	5 53								
	Arbroath		8 20	11 10	2 55	5 25							9 1/2	Stanley	6 30	8 58	1 30	4 16	6 0	1 00	9 0	6					
	Forfar		9 5	11 50	3 40	6 10							11 1/2	Ballathie	6 45	9 5			6 7	1 61	0 0	9					
	Forfar ... dep.	6 0	9 10	11 55	3 45	6 15	1 0	0 9	0 5				13 1/2	Cargill	6 55	9 13	1 43		6 14	1 91	40	11					
5 1/2	Glamis	6 25	9 23	12 6	3 57	6 30	1 4	0 9	0 8				15 1/2	Woodside	7 10	9 19	1 49		6 21	2 31	81	1					
8	Eassie	6 35	9 28		4 2	6 35	1 4	0 10	0 8				18 1/2	Cupar Angus	7 40	9 28	2 0	4 36	6 30	2 62	0 1	3					
11 1/2	Meikle	6 45	9 38	12 19	4 12	6 45	1 9	1 4	0 10				21 1/2	Ardler	7 52	9 35	2 7		6 35	2 102	31	6					
14 1/2	Ardler	7 0	9 50			6 58	2 3	1 9	1 2				24 1/2	Meikle	8 5	9 41	2 15	4 48	6 45	3 62	61	8					
16 1/2	Cupar Angus	7 15	9 55	12 32	4 24	7 5	2 6	2 0	1 4				26 1/2	Eassie	8 20	9 52	2 24	5 0	6 55	3 92	91	10					
19	Woodside	7 30	10 2			7 14	3 0	2 3	1 6				32 1/2	Glamis	8 30	10 5	2 32	5 0	7 5	4 03	2 9	12					
21 1/2	Cargill	7 40	10 9	12 40		7 21	3 3	2 6	1 8					Forfar ... arrival	9 0	10 23	2 45	5 15	7 20	5 03	9	2					
23 1/2	Ballathie	7 50	10 15			7 28	3 6	2 9	1 0					Forfar ... depart		11 0	2 50	5 20	7 25								
26	Stanley	8 5	10 21	12 51	4 43	7 35	4 0	3 0	2 0					Arbroath ... arr.		11 45	3 38	6 5	8 15								
28 1/2	Dunkeld Road	8 10	10 26	12 56	4 48									Brechin		12 0	3 50	6 20	8 28								
28 1/2	Luncarty	8 15	10 31		4 52	7 45	4 6	3 4	2 3					Montrose arr.		12 0	3 50	6 20	8 28								
29 1/2	Perth	8 30	10 42	1 10	5 3	7 55	5 0	3 9	2 6					Arden by Coch		4 0	10 20	10 20	12 30								

**GLASGOW, PAISLEY, and GREENOCK.—22 1/2 Miles.**

From Glasgow, at \*6 40, 8, 9, 10, and 11 a.m.; 12 noon, \*1, 2, 3, 4, 5, 6, and 7 p.m.  
 From Greenock, at \*6 1/2, 8 1/2, 9 1/2, and 11 1/2 a.m.; 12 1/2, \*13, 2 1/2, 3 1/2, 4 1/2, 5 1/2, 6 1/2, and 7 1/2 p.m.

No trains on Sunday.

FARES between Glasgow & Greenock—third class, without seats, 1s.; third class with seats, 1s. 6d.; first class, 2s. 6d.

\* Light Goods trains, fare 6d.

**DUNFERMLINE BRANCH.—Edinburgh and Northern.**

Miles.	UP Trains.	Week Days.				Miles.	DOWN Trains.	Week Days.			
		morn	aft	aft	..			morn	aft	aft	..
—	Edinburgh	6 45	10 30	1 0	4 45	—	Dunfermline coach	6 20	10 30	1 20	4 30
—	Dundee	6 10	9 40	12 40	4 15	—	Crossgates, rail	6 5	11 0	1 50	5 16
—	Perth	6 45	10 45	1 25	5 5	—	Perth	9 25	12 50	3 42	7 16
—	Crossgates	8 47	12 30	2 19	6 51	—	Dundee	10 0	1 25	4 0	8 0
—	Dunfermline, by coach	9 20	1 10	4 0	7 35	—	Edinburgh	9 25	1 0	4 5	7 30

FARES from Edinburgh—First class, 3s. 6d.; second class, 2s. 10d.; third class and gov., 1s. 10d. Double tickets—First class, 6s.; second class, 4s. 9d.; third class, 3s. 3d.



# DUNDEE, PERTH, AND ABERDEEN RAILWAY JUNCTION.

Manager, R. Baird

Distance from Aberdeen.	Stations.	Passenger Up Trains.										Down Trains.									
		1	2	3	4	5	6	7	8	9		1	2	3	4	5	6	7	8	9	10
		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3
		class	class	class	class	class	class	class	class	class	ML.	class	class	class	class	class	class	class	class	class	class
	ABERDEEN coach dep	night	12 18	...	...	...	...	...	...	...	ML.	...	...	...	...	...	...	...	...	...	...
37	Montrose ... trains dep	4 28	...	8 5	...	10 50	...	2 43	5 10 7 15	...	10 36	...	...	...	...	...	...	...	...	...	...
45	Brechin ...	...	...	8 5	...	10 50	...	2 43	5 10 7 15	...	10 36	...	...	...	...	...	...	...	...	...	...
57	Forfar ...	...	...	8 15	...	11 0	...	2 50	5 20 7 25	...	10 36	...	...	...	...	...	...	...	...	...	...
54	ABERDEEN ... arr.	5 20	...	9 0	...	11 45	...	3 38	6 5 8 10	...	10 36	...	...	...	...	...	...	...	...	...	...
54	ARBROATH ... dep.	5 25	...	9 5	...	11 50	...	3 43	6 10 8 15	...	10 36	...	...	...	...	...	...	...	...	...	...
59	East Haven ...	...	...	9 17	...	12 2	...	3 54	6 22 8 27	...	10 36	...	...	...	...	...	...	...	...	...	...
61	Carnoustie ...	5 43	...	9 25	...	12 10	...	4 16	50 8 35	...	10 36	...	...	...	...	...	...	...	...	...	...
63	Monifieth ...	...	...	9 37	...	12 22	...	4 12	6 42 8 47	...	10 36	...	...	...	...	...	...	...	...	...	...
63	Broughty Ferry ...	6 2	...	9 47	...	12 32	...	4 20	6 50 8 57	...	10 36	...	...	...	...	...	...	...	...	...	...
67	Bro. Ferry, per Edinb. & Northern Raily. dep. f	6 20	...	10 0	...	1 0	...	4 30	6 55	...	10 36	...	...	...	...	...	...	...	...	...	...
71	EDINBURGH ... arr.	6 25	...	1 0	...	4 5	...	7 30	10 0	...	10 36	...	...	...	...	...	...	...	...	...	...
71	West Ferry ... arr.	6 10	...	9 55	...	12 40	...	4 28	7 0 9 5	...	10 36	...	...	...	...	...	...	...	...	...	...
71	Dundee ... East Station. arr.	6 10	...	9 55	...	12 40	...	4 28	7 0 9 5	...	10 36	...	...	...	...	...	...	...	...	...	...
71	Dundee ... per Edinb. & Northern Raily. dep. f	6 10	...	9 40	...	12 40	...	4 15	6 40	...	10 36	...	...	...	...	...	...	...	...	...	...
72	EDINBURGH ... arr.	9 25	...	1 0	...	4 5	...	7 30	10 0	...	10 36	...	...	...	...	...	...	...	...	...	...
72	DUNDEE ... dep.	6 25	...	7 40	10 15	11 30	1 20	3 30	4 43	7 20	...	10 36	...	...	...	...	...	...	...	...	...
72	Invergowrie ...	...	...	7 49	10 24	...	1 29	3 41	4 52	7 29	...	10 36	...	...	...	...	...	...	...	...	...
72	Longforgan ...	6 40	...	7 55	10 30	...	1 55	3 49	4 58	7 35	...	10 36	...	...	...	...	...	...	...	...	...
72	Inchture ...	6 47	...	8 10	10 37	...	1 42	3 53	5 5	7 32	...	10 36	...	...	...	...	...	...	...	...	...
82	Errol ...	6 53	...	8 10	10 43	...	1 48	4 7	5 13	7 38	...	10 36	...	...	...	...	...	...	...	...	...
86	Glencairne ...	7 0	...	8 21	10 56	...	2 1	4 19	5 24	8 1	...	10 36	...	...	...	...	...	...	...	...	...
89	Kinfauns ...	...	...	8 29	11 4	...	2 9	4 27	5 32	8 9	...	10 36	...	...	...	...	...	...	...	...	...
92	PERTH, Princess-st., Sta. arr.	7 25	8 40	11 15	12 45	2 20	4 40	5 43	8 20	...	10 36	...	...	...	...	...	...	...	...	...	...
93	Perth, General Term. dep.	8 55	8 55	...	1 15	3 40	...	6 55	...	...	10 36	...	...	...	...	...	...	...	...	...	...
126	Stirling, per Scotch. Curr.	10 25	10 25	...	2 33	5 5	...	8 25	...	...	10 36	...	...	...	...	...	...	...	...	...	...
167	Edinburgh, per Edin. & Glasgow Raily. f	12 0	12 0	...	4 30	7 0	...	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
165	Glasgow ...	11 30	11 30	...	4 15	6 35	...	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
	Perth, Gen. Term. per Edin. & Northn. dep. f	...	...	...	1 25	...	5 5	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
	Edinburgh ... arr.	...	...	...	4 5	...	7 30	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
244	Carlisle ...	...	...	...	...	...	...	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
334	Preston ...	...	...	...	...	...	...	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
372	Manchester ...	...	...	...	...	...	...	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
373	Liverpool ...	...	...	...	...	...	...	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
408	Birmingham ...	...	...	...	...	...	...	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...
553	LONDON ...	...	...	...	...	...	...	...	...	...	10 36	...	...	...	...	...	...	...	...	...	...

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Broughty Ferry Trains stopping at West Ferry.

## DUNDEE AND NEWTYLE.

UP. STATIONS.	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3
Stanley ... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cargill ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woodside ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coupar Angus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ardler ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Forfar ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glammiss ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eassie ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Meigle ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Newtyle ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dundee ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

\* In connexion with Omnibuses to and from Coupar Angus and Blairgowrie.

## GLASGOW, GARNKIRK, & COATBRIDGE—11 Mls.

See Caledonian Tables, pages 90, and 91.

## PAISLEY AND RENFREW.

From Paisley to Renfrew, hourly, from 7 10 a.m. until 6 10 p.m.

From Renfrew to Paisley, hourly, from 7 10 a.m. until 6 10 p.m.

FARES.—First class, 6d.; second class, 4d.

## GLASGOW & BARRHEAD.—No information—accuracy uncertain

From Glasgow to Barrhead, at 8 1/2 and 11 a.m., 2 1/2, 4 1/2, and 8 p.m.

From Barrhead to Glasgow, at 9 1/2 a.m., 12 noon, 3 1/2, 5 1/2, and 8 1/2 p.m.

On Saturdays, from Glasgow at 6 1/2 and 8 1/2 instead of 8 p.m.; from Barrhead at 3 1/2, 5 1/2, and 8 1/2, instead of 3, 5, and 8 p.m.

FARES.—First class 1s., second 9d., third 6d.

THORNHILL BANK BRANCH.—Speirsbridge to Glasgow, at 9 1/2 a.m.

Glasgow to Speirsbridge, at 4 1/2 p.m.

FARES.—First class 9d., second 6d.—no third class.

An Omnibus leaves 148, Queen-St. at 10 a.m. prior to the departure of each train from Gushet Fauld station. Fare 3d. and 2d.

Thos. Mackie, Superintendent.

## WATERFORD AND LIMERICK.

W. S. Saunders, Sec.

From Limerick	Limerick to Tipperary.	Week Days.										Fares.									
		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st
		class	class	class	class	class	class	class	class	class	class	cls.	cls.	cls.	cls.	cls.	cls.	cls.	cls.	cls.	cls.
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.
43	Limerick ...	6 0	8 5	10 0	2 0	5 15	9 50	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Killonan ...	6 15	8 10	10 20	2 15	5 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Boher ...	6 25	8 30	10 30	2 30	5 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	Pallas ...	6 45	8 50	10 50	2 50	6 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Oola ...	7 0	9 5	11 10	3 5	6 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	Juniper ...	7 15	9 25	11 35	3 35	6 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Tipperary ...	7 30	9 40	11 50	3 50	7 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Sundays.—Limerick to Tipperary, 8 5 a.m. and 9 50 p.m.—Tipperary to Limerick, 12 1/2 a.m.; and 3 p.m.

## LONDONDERRY AND ENNISKILLEN.

From Londonderry to Strabane at 6 1/2 a.m. (Sligo mail), and 9 a.m.; 1 and 4 p.m. (Dublin mail).

From Strabane to Londonderry at 7 40 (Dublin mail) and 10 1/2 a.m.; 2 1/2 p.m. and 5 10 p.m. (Sligo mail); calling both ways at Carrigans, St. Johnston, Carrickmore, and Portlough.

On SUNDAYS, the mails only run as on week days.

FARES.—Londonderry to Strabane, first class, 2s.; second, 1s. 6d.; third, 1s.; fourth, 10d.

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# STEAM COMMUNICATION BETWEEN LIVERPOOL AND GLASGOW.

THE GLASGOW AND LIVERPOOL STEAM SHIPPING COMPANY'S NEW STEAM SHIP,  
**ORION**, ..... **Capt. MAIN.**

THE CITY OF GLASGOW STEAM PACKET COMPANY'S STEAMERS,  
**ADMIRAL**, ..... **Capt. BOYD.**

**COMMODORE**, ..... **Capt. HARDIE.**

THE GLASGOW AND LIVERPOOL ROYAL STEAM PACKET COMPANY'S STEAMER,  
**PRINCESS ROYAL**, ..... **Capt. CRAWFORD.**

Or other Steam Ships, are intended to Sail between Glasgow and Liverpool, with Goods and Passengers, as under :

From Liverpool.				From Glasgow.			
(Sailing from Clarence Dock.)				Passengers leaving Glasgow by the Railway Trains at the hours noted below, will be in time to join the Vessel at Greenock.			
JUNE, 1849.				JUNE, 1849.			
				By Rail			
ORION	Saturday	2nd June	7 p.m.	ADMIRAL	Saturday	2nd June	8 p.m.
ADMIRAL	Tuesday	5th	9 1/2 "	PRINCESS	Tuesday	5th	10 a.m.
PRINCESS	Thursday	7th	" 2 "	ORION	Wednesday	6th	11 "
ORION	Saturday	9th	" 3 1/2 "	ADMIRAL	Thursday	7th	11 "
ADMIRAL	Monday	11th	" 4 "	PRINCESS	Saturday	9th	12 noon
PRINCESS	Tuesday	12th	" 5 "	ORION	Tuesday	12th	2 p.m.
ORION	Thursday	14th	" 4 "	ADMIRAL	Wednesday	13th	3 "
ADMIRAL	Saturday	16th	" 7 "	PRINCESS	Thursday	14th	4 "
PRINCESS	Monday	18th	" 7 "	ORION	Saturday	16th	7 "
ORION	Tuesday	19th	" 8 "	ADMIRAL	Tuesday	19th	10 a.m.
ADMIRAL	Thursday	21st	" 1 "	PRINCESS	Wednesday	20th	10 "
PRINCESS	Saturday	23rd	12 noon	ORION	Thursday	21st	11 "
ORION	Monday	25th	" 4 1/2 p.m.	ADMIRAL	Saturday	23rd	12 noon
ADMIRAL	Tuesday	26th	" 5 "	PRINCESS	Tuesday	26th	3 p.m.
PRINCESS	Thursday	28th	" 4 "	ORION	Wednesday	27th	4 "
ORION	Saturday	30th	" 6 "	ADMIRAL	Thursday	28th	5 "
				PRINCESS	Saturday	30th	7 "

N.B.—Goods, Carriages, and Horses intended for Shipment on the days marked \* require to be alongside the vessel at least three hours before the advertised time of sailing, and on other days one hour.

**FARES.**—Cabin, 15s.; Steward's Fee, 2s.—Steerage, 5s.

\* The Vessels sailing from Glasgow and Liverpool on Thursdays, call at Ramsey Bay, Isle of Man, weather permitting.

The Rates of Freight by these vessels include all Clyde Dues.

Passengers are requested to take charge of their own luggage, as the ship is not responsible in any way for its safety.

All Goods carried by these Vessels, and which are to or from the Interior of England, &c., when consigned to the care of any of the Companies' Agents in Liverpool, are forwarded by first Steamer, free of all charge for Forwarding, Cartage, and Dues at Liverpool.

Agents for the Orion.  
Archd. Black, Excise-buildings,  
Greenock.  
G. and J. Burns,  
9, Buchanan-street, Glasgow.  
MARTIN and BURNS and Co.,  
7, Water street, Liverpool.

Agents for the Admiral  
Lindsay & Lamb, Excise-build-  
ings, Greenock.  
THOMSON and MACCONNELL,  
15, Jamaica-street, Glasgow.  
DAVID MACLIVER and Co.,  
12, Water-street, Liverpool.

Agents for the Princess Royal.  
D. M'Larty & Co., Excise-building,  
Greenock.  
M. LANGLANDS,  
32, St. Enoch-sq., Glasgow.  
ROBERT LAMONT,  
33, Water-street, Liverpool.

J. B. FOORD, 52, Old Broad-street, London.

**GLASGOW, PAISLEY, AND AYR.**  
Sec., J. F. Smith, Bridge-st., Glasgow. Engineer and Manager, Wm. Johnstone.

Miles.	Fm Glasg	1 2 3 1 & 2					Fares from Glasgow					From Ayr.	1 2 3 1 & 2				
		gov.	class.	class.	gov.	Gov.	cls.	2 cls.	3 cls.	s. d.	s. d.		gov.	class.	class.	gov.	class.
—	Glasg d.	7 30	10 30	1 30	4 30	6 30	1	0	0	9	0	Ayr.....dep	8 5	11 5	2 5	5 5	6 5
7	Paisley	7 45	10 45	1 45	4 45	6 45	1	0	0	9	0	Prestwick	8 10	11 10	2 10	5 10	6 10
10	Johnstone	7 55	10 55	1 55	4 55	6 55	1	6	1	0	9	Monkton	8 15	11 15	2 15	5 15	6 15
11 1/2	Cochrane Mill	8 0	11 0	2 0	5 0	7 0	1	8	1	3	0	Troon	8 20	11 20	2 20	5 20	6 20
15 1/2	Lochwinnoch	8 10	11 10	2 10	5 10	7 10	2	7	11	1	3	Irvine	8 35	11 30	2 35	5 35	6 30
17 1/2	Beith	8 15	11 15	2 15	5 15	7 15	2	11	2	1	5	Kilwinning	8 50	11 40	2 45	5 45	6 5
19 1/2	Kilbirnie	8 20	11 20	2 20	5 20	7 20	3	3	2	5	1	Dalry	9 0	11 50	2 55	5 55	7 20
22 1/2	Dalry	8 30	11 25	2 30	5 30	7 30	3	9	2	9	1	Kilbirnie	9 10	11 55	3 0	5 57	7 35
26	Kilwinning	8 40	11 35	2 40	5 40	7 40	4	4	3	3	2	Beith	9 15	12 0	3 10	6 10	7 55
29 1/2	Irvine	8 50	11 45	2 50	5 50	7 50	4	9	3	6	2	Lochwinnoch	9 20	12 05	3 15	6 15	8 0
34	Troon	9 10	12 0	3 10	6 10	8 10	5	8	4	3	2	Cochrane Mill	9 30	12 10	3 20	6 20	8 15
36	Monkton	9 15	12 05	3 15	6 15	8 15	6	0	4	6	3	Johnstone	9 35	12 20	3 30	6 30	8 25
37 1/2	Prestwick	9 20	12 10	3 20	6 20	8 20	6	3	4	8	3	Paisley	9 40	12 30	3 40	6 40	8 40
40	Ayr.....arr	9 50	12 15	3 30	6 30	8 30	6	8	5	0	3	Glasgow ar	10 12	12 45	4 0	7 0	9 0

**GLASGOW, AYR, KILMARNOCK, AND MUIRKIRK.**

Miles.	Down	1 2 3 1 & 2					Fares from Glasgow					Up	1 2 3 1 & 2				
		gov.	class.	class.	gov.	Gov.	cls.	2 cls.	3 cls.	s. d.	s. d.		gov.	class.	class.	gov.	class.
—	Glasgow dep.	7 30	10 30	1 30	4 30	6 30	1	0	0	9	0	Muirkirk d.	7 10	10 10	1 10	4 10	..
7	Paisley	7 45	10 45	1 45	4 45	6 45	1	0	0	9	0	Auchinleck	7 35	10 35	1 35	4 40	..
10	Johnstone	7 55	10 55	1 55	4 55	6 55	1	6	1	0	9	Mauchline	7 45	10 45	1 45	4 50	..
11 1/2	Cochrane Mill	8 0	11 0	2 0	5 0	7 0	1	8	1	3	0	Galston	7 50	10 50	1 50	4 50	..
15 1/2	Lochwinnoch	8 10	11 10	2 10	5 10	7 10	2	7	11	1	3	Hurlford	8 0	11 0	2 0	5 10	..
17 1/2	Beith	8 15	11 15	2 15	5 15	7 15	2	11	2	2	2	Kilmarnock	8 10	11 10	2 10	5 15	6 15
19 1/2	Kilbirnie	8 20	11 20	2 20	5 20	7 20	3	3	2	5	1	Busby	8 15	11 15	2 15	5 20	6 25
22 1/2	Dalry	8 30	11 25	2 30	5 30	7 30	3	9	2	9	1	Dreghorn	8 20	11 20	2 20	5 30	6 35
26	Kilwinning	8 40	11 35	2 40	5 40	7 40	4	4	3	3	2	Irvine	8 30	11 30	3 0	5 35	6 55
29 1/2	Irvine	8 50	11 45	2 50	5 50	7 50	4	9	3	6	2	Troon dep.	9 10	12 0	3 10	6 10	..
—	Ayr.....dep.	8 5	11 5	2 5	5 5	7 5	5	5	0	0	0	Monkton	9 15	12 05	3 15	6 15	..
2 1/2	Prestwick	8 10	11 10	2 10	5 10	7 10	6	0	4	8	0	Prestwick	9 20	12 10	3 20	6 20	..
4	Monkton	8 15	11 15	2 15	5 15	7 15	6	3	4	6	0	Ayr	9 30	12 15	3 30	6 30	..
6	Troon	8 20	11 20	2 20	5 20	7 20	6	5	4	3	0	Kilwinning d.	8 40	11 40	2 45	5 45	7 5
10 1/2	Irvine	8 35	11 30	2 35	5 35	7 35	7	4	9	5	0	Dalry	8 50	11 50	2 55	5 55	7 20
31 1/2	Dreghorn	9 0	12 0	3 0	6 0	8 0	8	4	9	3	6	Kilbirnie	8 55	11 55	3 0	6 0	7 35
35	Busby	9 5	12 5	3 5	6 5	8 5	8	4	9	3	6	Beith	9 0	12 0	3 0	6 10	7 55
37	Kilmarnock	9 10	12 10	3 10	6 10	8 10	8	4	9	3	6	Lochwinnoch	9 5	12 5	3 15	6 15	8 0
39	Hurlford	9 15	12 15	3 15	6 15	8 15	8	5	1	3	9	Cochrane Mill	9 10	12 10	3 20	6 20	8 15
42 1/2	Galston	9 30	12 30	3 30	6 30	8 30	9	5	8	4	2	Johnstone	9 20	12 20	3 30	6 30	8 25
46 1/2	Mauchline	9 45	12 45	3 45	6 45	8 45	10	6	4	8	3	Paisley	9 30	12 30	3 40	6 40	8 40
51	Auchinleck	9 55	12 55	3 55	6 55	8 55	10	7	1	5	3	Glasgow arr.	9 45	12 45	4 0	7 0	9 0
61 1/2	Muirkirk arr.	10 30	12 30	3 30	6 30	8 30	11	8	9	6	6						

Glasgow to Troon, direct—Every Wednesday and Saturday, at 4 1/2 aft., in connexion with the Steamers to Fleetwood.

Glasgow to Ardrossan, direct—Every Tuesday and Thursday, at 6 1/2 aft.; and every Saturday at 12 1/2 aft., in connexion with the Steamers to Belfast.

**DAY TICKETS.** 1 & 2 Class, not transferable, are issued daily, at a reduction of one-fourth from the usual Fares, between Glasgow or Paisley and Kilwinning, Irvine, Troon, Monkton, Ayr, Kilmarnock, Galston, Mauchline, Auchinleck, Muirkirk, and Ardrossan Stations. These Tickets are also issued on Saturdays, returnable on the succeeding Monday.

**GLASGOW AND PAISLEY JOINT RAILWAY.—No information.**

\* From Glasgow at 7 40, 8 1/2, 9, 10 1/2, 11 a.m., 12 noon, 1, 1 1/2, 3, 4, 4 1/2, 5, 7, and 8 1/2 aft.  
From Paisley at 8, 9, 10, 9 40, 10 10, and 11 10 morn., 12 40, 1 10, 2 30, 3 40, 4 10, 6 40, 7 10, and 9 aft.  
\* EXTRA on Tuesdays and Thursdays at 6 1/2 aft., and on Saturdays at 12 1/2 aft.  
FARES.—1st class, 1s.; 2nd class, 9d.; 3rd class, 6d.



[illegible]

Miles	UP TRAINS.		1 & 2 morn		morn		aft		aft.		1 & 2 aft		aft.		aft		aft	
			Mail.	1 2 3		1, 2, 3					Mail.		1, 2, 3					
—	—	Belfast.....	..	..	..	..	..	..	..	8 30	..	..	..	..	..	..	..	12 30
—	—	Armagh.....	..	..	..	..	..	..	..	10 25	..	..	..	..	..	..	..	2 0
—	—	Castleblayney	1 5	..	..	7 25	..	..	..	1 5	..	..	..	..	..	..	..	5 20
—	—	Dundalk.....	2 20	..	..	8 30	..	..	..	2 0	..	..	..	..	..	..	..	6 20
—	—	Junction.....	3 23	..	..	9 35	..	..	..	2 50	..	..	..	..	..	..	..	7 25
—	—	<b>Drogheda</b> levs.	4 5	8 0	..	10 15	..	..	..	3 30	..	6 0	..	..	..	..	..	8 0
4 3/4	—	Laytown.....	..	8 12	..	10 27	..	..	..	..	..	6 16	..	..	..	..	..	8 11
7 3/4	—	Gormanston	..	8 22	..	..	..	..	..	..	..	6 32	..	..	..	..	..	8 21
10	—	<b>Balbriggan</b>	4 25	8 29	..	10 41	..	..	..	3 50	..	6 43	..	..	..	..	..	8 28
14	—	Skerries.....	..	8 39	..	10 51	..	..	..	..	..	6 58	..	..	..	..	..	8 38
17 3/4	—	Rush and Lusk.	..	8 55	..	11 4	..	..	..	..	..	..	..	..	..	..	..	8 52
20 1/4	—	Donabate.....	..	9 4	..	11 11	..	..	..	..	..	..	..	..	..	..	..	9 0
22 3/4	—	<b>Malahide</b>	4 55	9 12	..	11 18	..	..	..	4 20	..	..	..	..	..	..	..	9 40
25	—	Portmarnock	..	9 20	..	..	..	..	..	..	..	..	..	..	..	..	..	9 16
28 3/4	—	<b>Howth</b>	..	9 5	..	12 15	1 40	..	..	4 30	..	6 15	9 40	..	..	..	..	..
28 3/4	—	Baldoye & Sutton	..	9 10	..	12 21	1 46	..	..	4 36	..	6 21	9 46	..	..	..	..	..
27	—	Junction.....	..	9 16	11 30	12 28	1 53	..	..	4 43	..	6 28	9 53	9 25	..	..	..	..
28	—	Raheny.....	..	9 21	..	12 34	1 59	..	..	4 49	..	6 34	9 59	9 31	..	..	..	..
30 1/4	—	Clontarf.....	..	9 30	..	12 45	2 10	..	..	5 0	..	6 45	10 10	9 40	..	..	..	..
31 3/4	—	<b>Dublin</b>	5 15	9 45	9 35	11 45	12 50	1 15	4 40	5 5	..	6 50	10 15	9 45	..	..	..	..

**ON BELFAST AND ARMAGH.—**Ulster Railway.  
**From Belfast to Armagh.** 8½ a.m., 12½ a.m., & 6½ p.m. To Lisburn only at 10 & 11 a.m. & 2½ p.m.  
**From Armagh to Belfast.** 8, and 10½ a.m., & 7 30 p.m. Lisburn only to Belfast 10 48 a.m., 2, and 6 18 p.m. **ON SUNDAYS,** from Belfast, or Armagh, 9 a.m., 3, & 6½ p.m.  
**CARRIES.**—From Belfast to Lisburn, 2d., 6d., 4d.; to Moira, 1s., 6d., 1s.; 8d., to Lisburn, 2s., 1s., 6d.; 1s.; to Portadown, 9d., 6d., 4d.; 1s., 1s. 4d.; to Armagh, 3s., 9d., 3s., 2s.  
on Stations on the line, at which all the Trains stop, are Dimmity, Lisburn, Moira, Lurgan, Portadown, and Richhill.

**on Sundays,** from Dublin to Drogheda, at 9 and 11 a.m.; 5 and 7½ p.m.; to Howth, 10½ a.m., and 7½, 8½, 3½, 4½, & 9 p.m.; to Malahide, 1 & 5 p.m.; to Dundalk and Castleblayney at 9 a.m., and 7½ p.m.

**TO DUBLIN** from Drogheda, at 4 5 and 9½ a.m.; 3½ and 8 p.m.; from Howth, at 11 10 a.m.; 1 10, 2 10, 3 10, 4½, 7½ and 9 40 p.m.; from Malahide, 2½, 4 45 p.m.; from Castleblayney at 1 5 p.m.; from Dundalk at 2 20 a.m., and 2 p.m.

**Fares,** by ordinary trains, Dublin to Drogheda, first class, 5s.; second class, 4s.; third class, 2s. 6d.

**Return Tickets,** calculated at about one-and-a-half fare on Week days, and on Sundays at one single fare, are issued between any two of the following stations, Dublin, Malahide, Donaghadee, Rush and Lusk, Skerries, Balbriggan, Glomanston, Laytown, and Drogheda.

**DUBLIN, CARLOW, KILDARE, & LIMERICK.**—Great Southern and Western

W. Taylor, Sec. Sir J. Macneill, Engrn. in Chief. T. Brierley, Treasurer. G. M. Miller, Loc. Sup. G. E. Ilbery, Traffic Sup.

Miles.	DOWN				Sun.				Fares			UP				Sundays.								
	Daily Trains. (Including Sundays)				class.	Mail.	class.	Mail.	1, 2, 3 class.	1st	2nd	3rd	Daily Trains,				1, 2, 3 class.	Mail.	class.	Mail.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.
	TRAINS LEAVE				morn	morn	aft	aft	morn	1st	2nd	3rd	TRAINS LEAVE (Coch				morn	morn	aft	aft	morn	morn	aft	aft
4 1/2	Dublin				6 0	10 0	4 36	7 30	8 0	s. d.	s. d.	s. d.	Limerick dep				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
6 1/2	Clondalkin				6 18	10 18	4 46	7 48	8 18	1 0	0 0	9 0	Cork dep by				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
10	Lucan				6 28	10 28	4 55	7 58	8 28	1 1	0 0	9 0	Limerick dep				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
13 1/2	Hazleltch & Celbrdg				6 40	10 40	5 5	8 10	8 40	1 1	0 0	9 0	Pallas				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
18	Straffan				6 40	10 40	5 15	8 15	8 40	1 1	0 0	9 0	Tipperary . dep				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
25 1/2	Salinas				7 11	11 1	5 28	8 31	9 1	1 2	0 1	0 1	Limerick Junction.				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
25 1/2	Newbridge				7 26	11 26	5 48	8 56	9 26	1 3	0 2	0 1	Dundrum				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
30	Kildare				7 39	11 39	6 6	9 9	9 39	1 4	0 2	0 1	Thurles				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
Carlow Branch	4 1/2 Athy				8 9	12 9	6 35	9 39	10 9	1 6	0 5	0 2	Templemore				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
	5 1 Magenny				8 27	12 27	6 50	9 57	10 27	1 6	0 6	0 3	Roscrea & Borris				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
	5 1/2 Carlow abt.				8 45	12 45	7 5	10 15	10 45	1 6	0 6	0 3	Mntrath & Castltnw				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
	60 Milford				8 55	12 55	7 15	10 15	10 45	1 6	0 6	0 3	Maryboro'				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
Irish South East	66 Bagnalstown				9 15	1 15	7 35	10 35	10 45	1 6	0 6	0 3	Portarlington				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
										1 1	6 8	6 4	Monasterevan				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
36 1/2	Monasterevan				8 1	12 1	6 21	9 31	10 1	1 6	0 4	0 2	Bagnalstown dep				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
41 1/2	Portarlington				8 17	12 17	6 34	9 47	10 17	1 7	0 5	0 2	Milford				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
50 1/2	Maryboro'				8 42	12 42	6 56	10 12	10 42	1 8	0 6	0 3	Carlow				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
53 1/2	Mntrath & Castltnw				9 9	1 9	7 17	10 39	10 9	1 0	0 7	0 3	Magenny				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
67 1/2	Roscrea & Borris				9 32	1 32	7 41	11 5	11 32	1 1	6 8	6 4	Athy				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
79	Templemore				10 5	2 5	8 20	11 38	11 5	1 3	0 10	0 5	Kildare				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
86 1/2	Thurles				10 30	2 30	8 45	12 3	12 30	1 4	6 11	0 5	Newbridge				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
90 1/2	Dundrum				11 5	3 5	12 38	12 38	12 38	1 6	6 11	0 5	Salinas				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
107	Limerick Junction				11 35	3 35	1 8	1 8	1 8	1 6	6 11	0 5	Straffan				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
Waterford and Limerick	110 1/2 Tipperary . arr				11 50	3 50	1 35	1 35	1 35	1 19	0 14	0 7	Hazleltch & Celbrdg				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
	115 Pallas				11 25	4 25	1 35	1 35	1 35	1 19	0 14	0 7	Lucan				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
	129 Limerick arr				12 45	4 35	2 8	2 8	2 8	1 19	0 14	0 7	Clondalkin				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0
	167 Cork arr by Ch				1 40	5 40	6 0	6 0	23 6 21	6 12	0 10	0 0	Dublin . about				6 0	4 30	10 30	6 0	6 0	4 30	10 30	6 0

Extra on week days from Thurles to Cork, 1, 2, 3 class, at 6 10 morn.; from Cork to Thurles at 3 4 aft., 1, 2, 3 class.  
Trains marked thus \* run also on Sundays. † Runs only to Sallins on Sundays. ‡ First and Second class only from Thurles.  
‡ 1st, 2nd, and 3rd class on Sundays. Dublin time observed at all the Stations.  
**FARES** between Cork and Limerick: First class and Inside Coach 16s.; Second class and Outside, 11s.; Third class and Outside, 7s. 2d.  
**Return Tickets** are about the following rates per mile:—First class. 1½d.; second class. 1d.

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Clerk, Thomas F. Bergin. **DUBLIN AND KINGSTOWN.** Treasurer, Jas. Pim, Jun., Dublin.  
From both ends on week days, every half-hour from 6 a.m. until 11½ p.m., stopping at all the stations, viz.:—Boosterstown, Black Rock, and Salt Hill. An extra train from Kingstown at 9½ a.m., stopping at Merriion in addition to the usual stations.  
Extra Trains each day from both ends of the line, from 4 to 5½ p.m.  
The Down Trains, at 4½, and 5½, stop only at Blackrock; the 4½ p.m. down at Merriion only. The 11 and 11½ p.m. Up and Down trains also stop at Merriion every day. Sunday trains same hours as on week days.  
**FARES.**—First class 1s., second class 8d., third class 6d.  
The Mail bags are conveyed by the 8½ a.m. train, by Holyhead; 6½ a.m. and 6 p.m. trains by Liverpool.







## COACHES

### In connexion with Trains on the Manchester, Sheffield and Lincolnshire Railway, Pages 74, 75.

**Doncaster.**—The "Times" leaves the New Angel Inn, Doncaster, at 8 a.m., arriving at Sheffield in time for the 11½ a.m. train to Manchester, returning from Manchester at 1 30 p.m., and Sheffield at 4 30 p.m. "The Commander-in-Chief" leaves Sheffield for Doncaster, after the arrival of the 9 a.m. train from Manchester, returning from Doncaster at 2 15 p.m., arriving at Sheffield in time for the 6½ p.m. train to Manchester.

**Gainsbro'.**—The "Pelham" leaves the Monson's Arms and White Hart, Gainsbro', alternate mornings, (Sundays excepted,) at 7½ a.m. for Masbro', arriving in time for the 11½ a.m. train to Sheffield, and the 11½ a.m. train from Sheffield to Manchester; returning after the arrival of the 11½ a.m. train from Manchester, arriving at Gainsbro' about 5½ p.m. in time for the train to Brigg, Lincoln, Hull, Grimsby, Louth, &c.

**Gainsbro'.**—The "Columbine" leaves Masbro' Station at 9 a.m., daily (Sundays excepted), arriving at Gainsbro' at 12½ p.m. in time for the train to Brigg, Lincoln, Hull, Grimsby, Louth, &c., and returns from the Monson's Arms at 1½ p.m.; arriving at Masbro' at 5 p.m., in time for the 5 45 p.m. train to Sheffield, and 6 30 p.m. train from Sheffield to Manchester.

**Retford and Workop.**—Mr. Spray's Coach leaves the White Hart, Retford, every morning (Sundays excepted) at 8 a.m., arriving at Eckington in time for the 10 42 a.m. train for Manchester, returning after the arrival of the 3 45 p.m. train from Manchester.

**Newark.**—The "Prince Albert" Coach leaves Newark every morning (Sundays excepted) at 7 a.m., arriving at Eckington in time for the 10 50 a.m. train to Manchester, returning after the arrival of the 11 15 a.m. train from Manchester.

**Nottingham.**—The "Royal Mail" leaves the May Pole Inn, at 1½ p.m.; the Swan Inn, Mansfield, at 3 p.m.; the Star Inn, Chesterfield, at 4½ p.m., arriving in time for the 6½ p.m. train to Manchester.

**Huddersfield.**—Haley's Omnibus leaves the Boot and Shoe Inn every day (except Sunday) at 7 a.m., through Lockwood, Holmfirth, and Honley, to Dunford Bridge, in time for the 9 a.m. train from Manchester and 8 40 a.m. train from Sheffield, returning after the arrival of the above trains; and again leaves Huddersfield at 2 50 p.m., arriving at Dunford Bridge in time for the 3½ p.m. train from Manchester to Sheffield, and the 4 10 p.m. train from Sheffield to Manchester, returning on the arrival of those trains.

**Huddersfield.**—The "Perseverance" leaves the White Hart Inn, Stalybridge, every day, except Friday, at 9½ a.m., after the arrival of the 8½ a.m. train from Manchester, through Upper Mills, Marsden, and Slaithwaite, returning from the Pack Horse, Huddersfield, in time for the 8 p.m. train to Manchester.

**Barnsley.**—Ostcliffe's Omnibus leaves the Coach and Horses Inn every day, (except Sunday) at 7 a.m. to Penistone, arriving in time for the 8 40 a.m. train from Sheffield to Manchester, returning after the arrival of the 3½ p.m. train from Manchester.

### In connexion with trains on the Warwick and Leamington Branch of the London and North Western Railway, page 37.

Between LEAMINGTON and STRATFORD-ON-AVON, through Warwick and Sherborne, the nearest, cheapest, and most direct road. The "Warwickshire Hunt" Coach leaves the Shakespeare Commercial Hotel and George and Dragon Inn, Stratford-on-Avon, as follows:—Every morning (Sundays and Thursdays excepted) at 9 o'clock, meeting trains at Leamington Station which arrive in London at 3 p.m., and waiting the arrival of trains which leave London at 2 p.m., and Birmingham at 5 45 p.m., arriving back at Stratford-on-Avon at 8 15 every evening.

N.B.—The above Coach leaves Stratford every Thursday morning at 7 40 a.m., and meets the 9 10 a.m. train, which arrives in London at 1 p.m., and Birmingham in time for the market at 10 50 a.m.

### In connexion with Trains on the North Branch, London & North Western Railway, Pages 30 and 32.

Between WHITMORE STATION and SHREWSBURY, through Market Drayton, Hodnet, and Shawbury.

The Victoria continues to run as usual from the George Inn, Shrewsbury, every morning (except Sundays) at 7½, meeting at Whitmore the up train at 11 10 and the down train at 11 50 a.m., and arriving in Chester at 1 35, Manchester at 1 50, Liverpool at 2 15, Birmingham at 1 35, and London at 7 p.m.; waits the arrival of the up train at 1 38 p.m., leaving London at 6½, Birmingham at 11½, Liverpool at 11½, Manchester at 11 40, and Chester at 11 50 a.m., and arrives back at the George Inn, Shrewsbury, at 5½ p.m.

### In Connexion with Trains on the London and North Western, see page 38.

**MACCLESFIELD TO CHELFORD.**—A Coach leaves Macclesfield at 7½ a.m. 3rd class, 11 a.m. and 2½ p.m. mails, 4½ p.m. express, and 8½ p.m. mail.

**FROM CHELFORD TO MACCLESFIELD,** at 9 47 a.m. 3rd class, 12 20 and 3 54 p.m. mails, 7 20 p.m. 3rd class, and 9 47 p.m. express.

**Skipton.**—Coaches leave the Devonshire Hotel, Skipton, for Settle, daily, (except Sundays) at 9 a.m. and 6½ p.m., and the Golden Lion Hotel, Settle, at 6½ a.m. and 1½ p.m., in connexion with the trains of the Leeds and Bradford and East Lancashire Railways from the Skipton Station.

### In connexion with Trains on the York, Newcastle, and Berwick Railway. See pages 60 and 63.

The Wensleydale Mail leaves Bedale every morning (except Sundays) on the arrival of the first train from Northallerton, which waits for the mail train from London and York, and the gov. train from Newcastle, Darlington, &c., at 8 45 a.m., via Middleham to Leyburn. On Mondays, Wednesdays, and Fridays, proceeds to Hawes, Sedburgh, and to Low Gill Station, on the Lancaster and Carlisle Railway, in time for train to Kendal, Lancaster, London, and Windermere in the lake district, as well as a train to Carlisle. And on Tuesdays, Thursdays, and 7 a.m., via Sedburgh and Hawes to Leyburn, in time for the mail that leaves every day at 2 15 p.m., via Middleham to Bedale, in time for trains north and south. Fares from Bedale to Sedburgh, outside, 8s. 6d.; inside, 13s.

### In connexion with Trains on the Hertford Branch, see page 26.

The "PROTECTOR" Coach, from Royston to Ware, leaves Royston at 8½ a.m. to meet the 11 o'clock up train at Ware. Returns to Royston from Ware with London passengers by the 9 o'clock train from Shoreditch. Leaves Royston at 2½ p.m. to meet the 5 o'clock up train. Leaves Ware on the arrival of the 5 o'clock down train from Shoreditch.

### In connexion with the London and Croydon Branch, see page 18.

**MITCHAM.**—Holden's Omnibuses run from Croydon Station to Mitcham, in conjunction with trains marked (\*); and from Mitcham to Croydon in conjunction with trains marked (†).

**FARES** from Mitcham to London:—First Class and Omnibus, 1s. 6d.; Second do., 1s. 3d.; Third do., 10d. Tickets and information may be obtained at Holden's Railway Office, Mitcham.

### Travelling to North Wales, &c.—To Tourists, Sportsmen, and others.

A first-appointed four horse Coach will leave Llangollen Road Station every day (Sunday excepted) at 11½ a.m., on the arrival of the train which leaves Chester at 10 40 a.m., passing through Llangollen, Corwen, and Bala, to the Golden Lion Hotel, Dolgelly; and will leave Dolgelly every day (Sunday excepted) at 9½ a.m., by the same route, arriving at Llangollen Road Station in time for express train to Chester, Liverpool, Manchester, Shrewsbury, Birmingham, and London. The route by this Coach is allowed to be one of the finest in North Wales for picturesque scenery; passing through the beautiful vales of Llangollen, Ederion, alongside of Bala Lake, up to the source of the River Dee, thence through the vale of the Wymion to Dolgelly. Coaches daily, (except Sunday), from the Golden Lion Hotel Coach Office; Dolgelly to Barmouth, Tanybwlch, Tre Madoc, and Carnarvon; also to Machynlleth and Aberswih.

### In connexion with Trains on the Lancaster and Carlisle, see page 49.

A Coach from Keswick to Penrith for the accommodation of Tourists, leaves Keswick at Ten o'clock every morning, (Sundays excepted,) to meet the Up Trains No. 3 and 4, for the South; and the Down Train No. 2, for the North, and returns to Keswick every evening after the arrival of the Express Train down, and No. 5, (Mail) Train up.

L. MARTIN, PROPRIETOR, Angel Inn and London Tavern, Carlisle.

**COCKERMOUTH AND KESWICK.**—On and after the 4th June, inst., a coach will commence running, daily, (Sundays excepted,) between the above-named places, leaving the Station and Globe Hotel, Cocker-mouth, on the arrival of the train from Whitehaven, Workington, Maryport, Wigton, and Carlisle, at 8 41 a.m., arriving in Keswick at 10 45 a.m., and leaves Keswick at 4 p.m., arriving in Cocker-mouth in time for the train leaving at 6 10 p.m. for Workington, Whitehaven, Maryport, Wigton, Carlisle, Edinburgh, and Glasgow. By the above coach, parties from Whitehaven, Workington, Maryport, Wigton, and Carlisle, have an opportunity of visiting the Mountain and Lake Scenery in the neighbourhood of Keswick, and returning the same day.

F. LAMB.

**RUNCORN.**—An Omnibus leaves the Runcorn Ferry House, at 7½, and returns from Rainhill Station at 10 26 a.m. Leaving the Ferry House at 5½ the same afternoon, and again returning from Rainhill at 6½ in the evening.

S. GERRARD, PROPRIETOR.

### In connexion with Trains on the Shrewsbury and Chester Railway, see pages 46 and 47.

The "ENGINEER" Coach leaves the Shrewsbury Station daily (Sundays excepted) at 12 40, or immediately on the arrival of the train which leaves Manchester at 7 30, Liverpool 9 45, Birkenshead 10, Chester 10 40, Stafford 8 30; passes through Church Stretton, Ludlow, Leominster, and arrives at the Green Dragon Hotel, Hereford, at 7.

The above Coach returns from the Green Dragon, Hereford, at 8 30 by the same route, and arrives at the Railway Station, Shrewsbury, at 2 45, in time for trains to Chester, Manchester, Liverpool, Stafford, &c.

The "Engineer" is in connexion with Coaches to the following places:—From Ludlow to Knighton, every Monday, Wednesday, and Saturday; from Leominster to Kington, Tuesdays, Thursdays, and Saturdays; and to Presteign every Monday.





## NOTICE.



**THE "MARQUESS OF BREADALBANE"** Four-Horse Coach conveyance, will commence running for the season on the 18th inst., between GLASGOW, FORT-WILLIAM, and INVERNESS. This well-known line of conveyance proceeds from Glasgow direct, via the Clyde, Dumbarton, Lochomond, through the Marquess of Breadalbane's deer forest, and the far-famed Glencoe, to Fort-William, arriving on the evening of the same day, thence by the Caledonian Canal to Inverness the following morning. Further particulars will appear in the "Edinburgh North British Advertiser."

Fort-William, 1st June, 1849.

*General Steam Navigation Company, 71, Lombard-st., & 37, Regent Circus.*

GENERAL STEAM NAVIGATION COMPANY, INCORPORATED BY ACT OF PARLIAMENT,  
Offices in London.—Chief—71, Lombard-street. Branch—37, Regent Circus, Piccadilly.

### LONDON AND HAMBURG.

From and to the Custom House or Tower, with Her Majesty's Mails.

WILBERFORCE, Capt. W. Phillips.—PRINCESS ROYAL, Capt. S. H. Finch.—COUNTESS OF LONSDALE, Capt. R. S. Stranack.—JOHN BULL, Capt. J. P. Corbin.—CALEDONIA, Capt. H. W. Gibbs.

#### From LONDON.

Friday .....	1 June,	8½ p.m.	Wednesday .....	13 June	2 a.m.	Friday .....	22 June	11 p.m.
Tuesday .....	5 "	10 "	Friday .....	15 "	8½ p.m.	Wednesday .....	27 "	3 a.m.
Friday .....	8 "	12 night	Tuesday .....	19 "	9 "	Friday .....	29 "	8½ p.m.

#### From HAMBURG.

Friday .....	1 June	11 p.m.	Wednesday .....	13 June	6 a.m.	Saturday .....	23 June	4 a.m.
Wednesday .....	6 "	2 a.m.	Friday .....	15 "	11 p.m.	Wednesday .....	27 "	6 "
Saturday .....	9 "	4 "	Wednesday .....	20 "	2 a.m.	Friday .....	29 "	11 p.m.

#### Great Reduction in Fares.

FARES.—Chief cabin, £3;—Fore cabin, £2,—Four-wheel carriages, £7;—Two-wheel ditto £5;—Horses, £5;—Dogs, 10s. each.

Agents—In London, Mr. I. NORMAN, 1, Water-lane, Tower-street; in Hamburg, Mr. G. DELAVAL 37, Stubbenhuck.

Passengers are requested to be on board at least one hour before the advertised time of sailing.

### LONDON AND OSTEND, AND THE RHINE.

Direct from and to Brunswick Wharf, Blackwall.—PASSENGERS WALK ON BOARD.

TRITON, Capt. W. H. Taylor.—SIR EDWARD BANKS, Capt. G. Ballistoun.

#### From LONDON.

Saturday .....	2 June	11 a.m.	Wednesday .....	13 June	6 a.m.	Saturday .....	23 June	3 a.m.
Wednesday .....	6 "	11 a.m.	Saturday .....	16 "	9 a.m.	Wednesday .....	27 "	6 "
Saturday .....	9 "	3 a.m.	Wednesday .....	20 "	11 a.m.	Saturday .....	30 "	9 "

#### From OSTEND.

Friday .....	1 June	10½ p.m.	Wednesday .....	13 June	2 a.m.	Saturday .....	23 June	1 a.m.
Tuesday .....	5 "	11 p.m.	Friday .....	15 "	10½ p.m.	Wednesday .....	27 "	2½ a.m.
Friday .....	8 "	12 night	Tuesday .....	19 "	11 p.m.	Friday .....	29 "	10½ p.m.

These Vessels carry a Bag of Letters from the Post Office.

FARES.—Chief cabin, £1 4s.;—Fore cabin, 18s.;—Children under 10 years, half-price;—Four-wheel carriages, £3 3s.;—Two-wheel ditto, £2 2s.;—Horses, £2 10s.;—Dogs, 5s. each.

Brokers—In London, Mr. L. REDHEAD, 59, Mark-lane; in Ostend, Messrs. J. HERREWYN & Co.;—Agents—In Ostend, Mr. R. ST. AMOUR, Grande Place; in Ghent, Mr. I. VAN AKEN, Place St. Michel; in Brussels, Mr. W. MIDDLETON, 32, Montagne de la Cour.

*General Steam Navigation Company, Lombard-st., & 37, Regent Circus. 109*

### LONDON AND ROTTERDAM, AND THE RHINE.

With Her Majesty's Mails.—PASSENGERS WALK ON BOARD.  
RAINBOW, Capt. Wm. Norwood.—GIRAFFE, Capt. Robert Stranack.—OCEAN, Capt. Joseph C. Hast.

#### From LONDON.

Every Wednesday and Saturday Morning, from BRUNSWICK WHARF, Blackwall, at 10 precisely.

#### From ROTTERDAM.

Saturday .....	2 June	8 a.m.	Saturday .....	16 June	7 a.m.
Wednesday .....	6 "	11 "	Wednesday .....	20 "	10 "
Saturday .....	9 "	1 p.m.	Saturday .....	23 "	12 noon.
Wednesday .....	13 "	7 a.m.	Wednesday .....	27 "	7 a.m.
			Saturday .....	30 "	7 "

FARES.—Chief Cabin, £1 5s.; Fore Cabin, 15s.; Children under 10 years, half price;—Four-wheel Carriage £2 10s.; Two-wheel Carriage £2 2s.; Horses, £2 2s.; Dogs, 5s. each.

Passengers can book direct from London via Rotterdam, to places on the Rhine, at greatly reduced Fares, viz.:—to Dusseldorf, Cologne, Coblenz, Wiesbaden, Mayence, Mannheim, Baden, Kehl, and Basle, including Baden Railroad and Diligence Fare.

Broker—In London, Mr. GEORGE RAHN, 52, Mark Lane.—Agents—In Rotterdam, Mr. W. SMITH, and Mr. P. A. VANES.

### LONDON AND CALAIS.

Direct from and to London Bridge Wharf.—PASSENGERS WALK ON BOARD.  
BELFAST, Capt. H. Lomax.—TOURIST, Capt. J. Pashley.

#### From LONDON.

Sunday .....	3 June	11 a.m.	Thursday .....	14 June	6 a.m.	Sunday .....	24 June	3 a.m.
Thursday .....	7 "	2 a.m.	Sunday .....	17 "	9 a.m.	Thursday .....	28 "	7 a.m.
Sunday .....	10 "	3 a.m.	Thursday .....	21 "	1 a.m.			

#### From CALAIS.

Saturday .....	2 June	11 p.m.	Thursday .....	14 June	6 a.m.	Sunday .....	24 June	3 a.m.
Wednesday .....	6 "	12 night	Saturday .....	16 "	9 p.m.	Thursday .....	28 "	6 a.m.
Sunday .....	10 "	3 a.m.	Wednesday .....	20 "	12 night	Saturday .....	30 "	10 p.m.

These Vessels carry Merchandise as well as Passengers.

Brokers—In London, Mr. L. REDHEAD, 59, Mark-lane, and Mr. C. H. HACKETT, 8, Savage Gardens, Tower Hill; in Calais, Mr. C. de RHEIMS, and Mr. G. F. SPIERS.

Agent—In Calais, Mr. A. SPIERS, Grande Place.

FARES.—Chief cabin, 12s.;—Fore cabin, 8s.;—Children under 10 years, half price.—Messenger, or Courier, with despatches, £2 2s. extra fare; 4-wheeled Carriages, £3; 2-wheeled do. £1 10s.; Horses, £2; Dogs, 5s. each. Passengers and Parcels booked throughout from London to Paris.

### LONDON AND ANTWERP, AND THE RHINE.

Direct from and to Brunswick Wharf, Blackwall.—PASSENGERS WALK ON BOARD.

SOHO, Capt. J. F. Cullen.

This Vessel carries a Bag of Letters from the Post Office.

#### From LONDON.

Every THURSDAY at 10 in the Morning.  
REDUCED FARES.—Chief cabin, £1 10s.;—Fore cabin, £1;—Children under 10 years, half price;—4-wheel Carriages, £4 4s.;—2-wheel Carriages, £3; Horses, £3 3s.; Dogs 7s. 6d. each.

Brokers—In London, Mr. GEORGE RAHN, 52, Mark Lane.—Agents—In Antwerp, Mr. C. BREQUIGNY, Quai Jordaens; in Brussels, Mr. W. MIDDLETON, 92, Montagne de la Cour.

### LONDON AND BOULOGNE.

Direct from and to London Bridge Wharf.—PASSENGERS WALK ON BOARD.

ALBION, Capt. W. Mortleman.—HARLEQUIN, Capt. R. Major.

These Vessels carry Merchandise as well as Passengers.

#### From LONDON.

Tuesday ..	5 June	11 a.m.	Sunday ..	17 June	10 a.m.	Sunday ..	24 June	3 a.m.
Sunday ..	10 "	3 a.m.	Tuesday ..	19 "	10 a.m.	Tuesday ..	26 "	3 a.m.
Tuesday ..	12 "	3 a.m.						

#### From BOULOGNE.

Saturday ..	2 June	10 p.m.	Friday ..	15 June	4 a.m.	Wednesday ..	27 June	5 a.m.
Thursday ..	7 "	12 night	Tuesday ..	19 "	12 night	Friday .....	29 "	6 a.m.
Wednesday ..	13 "	5 a.m.	Thursday ..	21 "	12 night			

Agents—In London, Mr. I. NORMAN, 1, Water-lane, Tower-street.—In Boulogne, Mr. DELATTRE, 55, Rue del'Ecu.

FARES.—Chief cabin, 12s.;—Fore Cabin, 8s.;—Children under 10 years, half price.—Messenger or Courier with despatches, £2 2s. extra Fare. Four-wheel carriages, £3; Two-wheel ditto £1 10s.;—Horses, £2;—Dogs, 5s.;—Passengers and Parcels booked throughout from London to Paris.



**LONDON AND HAVRE.**

Direct from and to St. Katharine's Steam Wharf.—PASSENGERS WALK ON BOARD.  
 VENEZUELA, Capt. R. Oyenden.—COLUMBINE, Capt. M. Little.  
 These Vessels carry a bag of Letters from the Post Office.

**From LONDON.**

Every SUNDAY and THURSDAY at 8 in the Morning.

**From HAVRE.**

Sunday..... 3 June.. 8 p.m.	Wednesday.... 13 June 3 p.m.	Sunday.... 24 June 12 noon
Wednesday... 6 " 11½ a.m.	Thursday..... 14 " 8 a.m.	Wednesday... 27 " 4 p.m.
Sunday.... 10 " 12 noon	Wednesday... 20 " 11 a.m.	

FARES—Chief cabin, £1; fore cabin, 15s.—Children under 10 years of age, half price.—Four-wheel carriages, £4 4s.; Two-wheel carriages, £3 3s.; Horses, £2 10s.; Dogs, 5s. each.  
 For other particulars, apply to Broker in London, Mr. L. REDHEAD, 59, Mark-lane.  
 Agent in Havre, Mr. P. ALBRECHT.

**NEWHAVEN (BRIGHTON) AND DIEPPE,**

MAGICIAN, Capt. J. GOODBURN.—Passengers walk on Board from the Railway Wharf, Newhaven.

**From NEWHAVEN.**

Saturday, June 2nd 11½ a.m.	Tuesday, June 19th 12½ p.m.
Tuesday, " 5th 1½ p.m.	Thursday, " 21st 2 " "
Thursday, " 7th 2½ " "	Saturday, " 23rd 3 " "
Saturday, " 9th 4 " "	Tuesday, " 26th 12½ " "
Tuesday, " 12th 1½ a.m.	Thursday, " 28th 1 " "
Thursday, " 14th 1 p.m.	Saturday, " 30th 10 " "
Saturday, " 16th 3 " "	

**From DIEPPE.**

Sunday, June 3rd 11½ p.m.	Wednesday, June 20th 6½ a.m.
Wednesday, " 6th 7½ a.m.	Friday, " 22nd 8½ " "
Friday, " 8th 9 " "	Sunday, " 24th 10½ p.m.
Monday, " 11th 10½ " "	Tuesday, " 26th 12 night
Tuesday, " 12th 1½ p.m.	Friday, " 29th 7½ a.m.
Friday, " 15th 7½ a.m.	Monday, July 2nd 10½ " "
Monday, " 18th 11 " "	

FARES—Chief Cabin, 20s.; Fore Cabin, 15s. Children under 10 years half price. 4-wheel carriages £3 3s., 2-wheel do. £2 2s.; Horses £2 10s.; Dogs 5s.—Passengers can book from London to Paris throughout, at the Company's Offices in London, or at the Brighton Railway Station, London Bridge.—Chief Cabin and 1st class, 42s.; Fore Cabin and 2nd class, 32s.

Agent at Newhaven, Mr. F. G. TURNER; at Dieppe, Mr. CHAPMAN; at Brighton, Mr. P. BLACK.

**LONDON AND HULL.**

From and to London Bridge Wharf, where all goods are requested to be sent.

THE WATERWITCH, Capt. N. Gibson.—VIVID, Capt. D. Robinson.

From LONDON for HULL, every Tuesday and Friday, at 8 a.m.

Leaving HULL for LONDON, every Tuesday and Saturday, at 1 p.m.

FARES—Saloon, 17s. 6d.; Fore cabin, 10s.; Coach, £3 10s.; Four-wheel carriages, (for single horses) £2 5s.; Gigs, £1 11s. 6d.; Horses, £1 5s.; Dogs, 2s. 6d.; Cattle, per head, £1 10s.; ditto, Scotch or Irish, £1 1s.; exclusive of Shipping and Wharfage.

Agent in London, Mr. EDWARD ABELL, 41, Fish-street Hill.—Hull, Mr. H. D. PAULING.

**LONDON AND EDINBURGH.**

The New and Splendid Steam Ships TRIDENT, Captain W. J. Morris; CLARENCE, Captain D. Turner; LEITH, Captain James Ferguson; are appointed to leave Brown's Wharf, adjoining the West India Dock Tavern, Poplar.

LEITH—Saturdays, June 2nd, 16th and 30th, at 10 p.m.

TRIDENT—Wednesdays, June 6th and 20th, at 10 p.m.

CLARENCE—Saturdays, June 9th and 23rd, at 10 p.m.

Leaving Edinburgh for London on the same days at 3 p.m.

FARES—Chief Cabin, £2, without provisions; £2 10s. with provisions; 2nd Cabin, £1 2s. 6l., without provisions; £1 10s. with provisions; Deck, £1; Children under 12 years of age, half-price. Coach, £8; Chariot, £7; Britzka or Landau, £6; Small ditto, £5; Phaeton, large, £6 6s.; Phaeton, small, £5 5s.; Gigs, £3; Dog Cart, £3; Horse, £4; Pony, under 14 hands, £3; Ditto under 12 hands, £2; Shetland Pony, £1; Dogs, 7s. 6d.; including wharfage and shipping.

The New Low Water Pier erected at Granton by the Duke of Buccleuch secures a Commodious Landing Place near Edinburgh.

Goods are received at 37, Regent Circus, until 6 o'clock, and 35, Leadenhall-street, and by Mr. COLMAN, at Hore's Wharf until 7 o'clock on the Afternoon of starting.

Agents—Mr. R. W. HAMILTON, 21, Waterloo-place, Edinburgh; 14, Shore, Leith.—Mr. J. MATHER, 8, North Queen-street, Glasgow.

**LONDON AND NEWCASTLE.**

From and to Hore's Steam Wharf, Wapping.

LONDON MERCHANT, Captain J. Stranack; CITY OF HAMBURG, Captain W. Wade.

From LONDON, every Wednesday and Saturday, at 8 p.m.

From NEWCASTLE, Saturdays, June 2nd, 11 a.m.; 9th, 4 p.m.; 16th, 10 a.m.; 23rd, 4 p.m.; 30th, 10 a.m. Wednesdays, 6th, 2 p.m.; 13th, 7 a.m.; 20th, 2 p.m.; 27th, 7 a.m.  
 FARES—Chief cabin, £1; Second cabin, 12s.; Carriage, £4; Phaeton, £3 and £2 10s.; Gigs, £2 2s. and £2 10s.; Horses, £3 3s.; Pony under 12 hands, £2 2s.; Dogs, 6s; exclusive of Wharfage and Shipping.  
 Agents—Newcastle, Mr. A. PARKER—Carlisle, Mr. JOSEPH PARKER.—London, Mr. C. R. COLMAN, Hore's Steam Wharf.

Goods for Newcastle to be sent to Mr. Colman, at Hore's Steam Wharf, Wapping. Packages also received at 37, Regent Circus, until 2, and 35, Leadenhall-street until 3 o'clock on the afternoon of starting.

**LONDON AND YARMOUTH.**

From and to London Bridge Wharf, where all Goods are requested to be sent. The Ramona, Earl of Liverpool, and W. Jolliffe.

Leaving LONDON for YARMOUTH every Wednesday and Saturday, at 4 p.m.

Leaving YARMOUTH for LONDON, Saturdays, June, 2nd, 4 p.m.; 9th, 12 noon; 16th, 4 p.m.; 23rd, 6 p.m.; 30th, 6 p.m. Wednesdays, 6th, 6 p.m.; 13th, 2½ p.m.; 20th, 6 p.m.; 27th, 2½ p.m.  
 Saloon, 10s.; fore cabin, 5s.

Agent for London Mr. E. ABELL, 41, Fish-street Hill; Yarmouth and Norwich, Mr. CHERRY

**LONDON AND RAMSGATE.**

The LITTLE WESTERN, Captain J. Corbin, from London Bridge Wharf, every Tuesday, Thursday, and Saturday, at half-past 9 Morning and Blackwall 20 minutes past 10 Morning; leaving Ramsgate for London every Monday, Wednesday, and Friday, at 10 Morning.—Saloon, 5s. Fore Cabin, 4s. Children, 3s.

**MISCELLANEOUS STEAMERS.****Splendid Tour from Glasgow to the Head of Lochlomond, RETURNING BY LOCHLONG;****OR BY LOCHLONG, AND RETURNING BY LOCHLOMOND, IN ONE DAY.**

Tourists, by the steamer from Glasgow at 7 a.m. for Dumbarton, omnibus to Balloch, thence per "Waterwitch" to the head of Lochlomond, (remaining about an hour) by landing at Tarbet Wharf, on returning down the lake, and crossing to Arrochar (1½ miles) can there join the steamer on Lochlong, which arrives in Glasgow about 8 o'clock p.m. Or leaving Glasgow by the Arrochar steamer at 9½ a.m. (railway to Greenock at 11) for the head of Lochlong, and crossing to Tarbet, can join the steamer proceeding down Lochlomond, and arrive in Glasgow, by Dumbarton, about 7½ p.m.

Steamer's Fare for the Whole Tour (by either route) FIVE SHILLINGS.

Tickets to be had from the Masters of the Steamers. The grandeur of Lochlong, so much admired by Her Majesty on her recent visit to the Clyde, and the varied splendours of Lochlomond, combine to render this one of the most delightful excursions in Scotland. The steamer on Loch Catrine is now plying daily, in connexion with the steamer on Lochlomond.

Parties from Edinburgh, Falkirk, &c., by the Edinburgh and Glasgow Railway train, leaving Edinburgh at half-past Six a.m., or by the Caledonian, arrive in Glasgow in time for the Arrochar Steamer at three-quarters past Nine, or Railway train to Greenock at 11 a.m.) can return to Glasgow in time for the trains in the Evening. The Arrochar Steamer sails from Greenock every Saturday evening at 6 o'clock, (or by Railway from Glasgow at 5,) for Lochgoilhead and Arrochar, and returns on Monday morning in time for the quarter past 9 train to Glasgow.

Passengers will find conveyances at Lochgoilhead for St. Catherine's Ferry, thence by steamer to Inverary; returning on Monday morning to meet the steamers at Lochgoilhead.

DUMBARTON, 1849.

**Cheap Sea Trip.**

The ORWELL Steamer with Passengers only, leaves BLACKWALL every Tuesday, Thursday, and Saturday morning, at 9 o'clock; and IPSWICH every Monday, Wednesday, and Friday morning, at 9½.  
 FARES.—Saloon 4s., Children 2s.; Fore Cabin 2s. 6d.; Children 1s. 6d.



# CITY OF DUBLIN STEAM PACKET COMPANY, INCORPORATED BY ACT OF PARLIAMENT.

## FROM DUBLIN TO LIVERPOOL.

Her Majesty's Contract Mail Packets IRON DUKE, PRINCESS, and TRAFALGAR, from Kingstown Harbour every evening at half-past 4 o'clock with passengers only. The Company's Trading Steamers, for the conveyance of passengers & cargo sail from North Wall as follow:

Friday 1st June 5 p.m.	Saturday 9th June 10 a.m.	Monday 18th June 6 p.m.	Monday 25th June 12 noon
Saturday 2nd.... 6 p.m.	Monday 11th.... 12 noon	Tuesday 19th.... 7 p.m.	Tuesday 26th.... 12 noon
Monday 4th.... 8 p.m.	Tuesday 12th.... 12 noon	Wednesday 20th.... 8 p.m.	Wednesday 27th.... 1 p.m.
Tuesday 5th.... 8 p.m.	Wednesday 13th.... 1 p.m.	Thursday 21st.... 9 p.m.	Thursday 28th.... 2 p.m.
Wednesday 6th.... 9 p.m.	Thursday 14th.... 2 p.m.	Friday 22nd.... 9 p.m.	Friday 29th.... 3 p.m.
Thursday 7th.... 9 p.m.	Friday 15th.... 3 p.m.	Saturday 23rd.... 10 a.m.	Saturday 30th.... 4 p.m.
Friday 8th.... 10 a.m.	Saturday 16th.... 4 p.m.		

## DUBLIN TO BELFAST.

Every TUESDAY, with Goods and Passengers, at moderate rates, as follows:—June 5th, 9 p.m.; 12th, 3 p.m.; 19th, 8 p.m.; 26th, 3 p.m. Returning from BELFAST every THURSDAY.—Cabin fare (including Steward's fees) 12s.; Deck, 5s.

## DUBLIN TO LONDON.

(Wind and weather, &c., permitting,) in conjunction with the British and Irish Steam Packet Co., every Wednesday and Saturday, calling at Falmouth, Plymouth, and Southampton.

N.B.—The Company have no offices in Dublin, except at No. 15, Eden Quay, and at their Stores, North Wall, and Grand Canal Harbour. Goods or Parcels left at any other place to be forwarded, are subject to delay, and heavy charges for commission, port rage, cartage, &c.

Office, 15, EDEN-QUAY, Dublin.

## LIVERPOOL O DUBLIN.

The Company's new and splendid Vessels, IRON DUKE, TRAFALGAR, and PRINCESS, of from 600 to 800 tons burthen, and 260 and 380 horses' power, (with cabin passengers only), sail every evening at seven o'clock, from George's Pierhead, Liverpool, to Kingstown Harbour, carrying Her Majesty's Mail. They also sail their Cargo Vessels (as below) from CLARENCE DOCK to DUBLIN QUAY:—

Friday 1st June 7 p.m.	Saturday 9th June 11 p.m.	Monday 18th June 8 p.m.	Monday 25th June 2 p.m.
Saturday 2nd.... 8 p.m.	Monday 11th.... 1 p.m.	Tuesday 19th.... 9 p.m.	Tuesday 26th.... 2 p.m.
Monday 4th.... 9 p.m.	Tuesday 12th.... 2 p.m.	Wednesday 20th.... 10 p.m.	Wednesday 27th.... 3 p.m.
Tuesday 5th.... 10 p.m.	Wednesday 13th.... 3 p.m.	Thursday 21st.... 10 p.m.	Thursday 28th.... 4 p.m.
Wednesday 6th.... 10 p.m.	Thursday 14th.... 4 p.m.	Friday 22nd.... 10 p.m.	Friday 29th.... 6 p.m.
Thursday 7th.... 10 p.m.	Friday 15th.... 5 p.m.	Saturday 23rd.... 11 p.m.	Saturday 30th.... 6 p.m.
Friday 8th.... 10 p.m.	Saturday 16th.... 6 p.m.		

## LIVERPOOL TO BELFAST.—THE WINDSOR.

Saturday.... 2nd June.... 8 p.m.	Tuesday.... 12th June.... 2 p.m.	Thursday.... 21st June.... 10 p.m.
Thursday.... 7th.... 11 p.m.	Saturday.... 16th.... 6 p.m.	Tuesday.... 26th.... 3 p.m.
	Saturday.... 30th June.... 7 p.m.	

Leaving BELFAST for LIVERPOOL every alternate Tuesday, Thursday, and Saturday.

## LIVERPOOL TO BANGOR, BEAUMARIS, AND CARNARVON.

THE PRINCE OF WALES..... G. DANIEL, Commander.

(Built expressly for the Station,) of 400 Tons Burthen, and 200 Horse Power. The PRINCE OF WALES will sail from the PRINCE'S PIERHEAD, every Tuesday, Thursday, and Saturday, at Eleven o'clock in the Morning; and from MENAI BRIDGE, every Monday, Wednesday, and Friday, at Ten o'clock in the Morning. All Goods for the PRINCE OF WALES must be sent to the Trafalgar Dock the day previous to her sailing.

Goods for Carnarvon will be landed at the Menai Bridge and forwarded at ship's expense, but shipper's risk.

Coaches for Holyhead, Carnarvon, Llangefni, and Amlwch, wait the arrival of the PRINCE OF WALES.

For further particulars apply to Mr. TIMOTHY, Menai Bridge; HILL, CHARLEY, SONS, and MALCOLM, Donegal Quay, Belfast; CITY OF DUBLIN COMPANY'S OFFICE, 15 and 16, Eden Quay, Dublin; or to

JOHN K. ROUNTHWAITE, Agent, 24, Water-street, Liverpool.

## Liverpool and Belfast.

The splendid new Steam Ship "BLENHEIM," is intended to sail from LIVERPOOL for BELFAST, (with or without a Pilot,) from the CLARENCE DOCK. June 5th, 9 p.m.; 9th, 11½ p.m.; 14th, 4 p.m.; 19th, 9 p.m.; 23rd, 11½ p.m.; 28th, 4 p.m.

Leaving BELFAST for LIVERPOOL, on 2nd, 7th, 12th, 16th, 21st, 26th, and 30th June.

Cabin fare (including Steward's fee) 15s.

LANGTRY & CO., 20, WATER STREET, LIVERPOOL.

Apply to Messrs. W. L. Ogilby, Moore and Co., Ingram Court, Fenchurch-street, London; or to Mr. John Walker, 111, Market-street, Manchester.

# STEAM PACKETS

ARE INTENDED TO SAIL FOR THE UNDERMENTIONED PORTS, FROM THE  
**CORK STEAM SHIP COMPANY'S OFFICE,**  
PENROSE'S QUAY, with or without Pilots, and with liberty to Tow Vessels.

## FOR BRISTOL, EVERY TUESDAY AND FRIDAY

	Tons.	H. Power.
The SABRINA—Captain PARKER..	550	300
The JUVENA—Captain GILMORE	560	300
FRIDAY..... June 1st.....	at 12 noon.	
TUESDAY..... 5th.....	at 12 p.m.	
FRIDAY..... 12th.....	at 4 p.m.	
TUESDAY..... 19th.....	at 8 a.m.	
FRIDAY..... 26th.....	at 10 a.m.	
TUESDAY..... 3rd.....	at 4 p.m.	
FRIDAY..... 10th.....	at 8 a.m.	
TUESDAY..... 17th.....	at 10 a.m.	
FRIDAY..... 24th.....	at 10 a.m.	

## FROM BRISTOL, EVERY WEDNESDAY AND SATURDAY.

	Tons.	H. Power.
The SABRINA—Captain GILMORE.		
The JUVENA—Captain PARKER.		
SATURDAY June 2nd.....	at 3 p.m.	
WEDNESDAY..... 6th.....	at 5 p.m.	
SATURDAY..... 9th.....	at 7½ a.m.	
WEDNESDAY..... 13th.....	at 10 a.m.	
SATURDAY..... 16th.....	at 1 p.m.	
WEDNESDAY..... 20th.....	at 4 p.m.	
SATURDAY..... 23rd.....	at 7½ a.m.	
WEDNESDAY..... 27th.....	at 11 a.m.	
SATURDAY..... 30th.....	at 1½ p.m.	

Office, No. 1, Quay, Bristol.

## FARES.—Cabin, including Steward's Fee, £1 12s. 6d.—Deck 10s.

PASSENGERS are conveyed from BRISTOL to LONDON by Railway, in 4 Hours and 20 Minutes, at 27s., 18s. 6d., or 9s. 11d. each.

## FOR LIVERPOOL,

	Tons.	H. Power.
The NIMROD—Captain Pile.	700	400
SATURDAY..... 2nd June, at 1 p.m.		
SATURDAY..... 9th.....	at 5 p.m.	
SATURDAY..... 16th.....	at 11 a.m.	
SATURDAY..... 23rd.....	at 5 p.m.	
SATURDAY..... 30th.....	at 11 a.m.	

## FROM LIVERPOOL,

	Tons.	H. Power.
The NIMROD—Captain Pile.		
WEDNESDAY..... 6th June..	at 10 a.m.	
TUESDAY..... 12th.....	at 1 p.m.	
WEDNESDAY..... 20th.....	at 9 a.m.	
TUESDAY..... 26th.....	at 1½ p.m.	

Office, 15, Water-street, Liverpool.

## FARES.—Cabin, including Steward's Fee £1 7s. 6d.—Deck 10s.

## FOR LONDON,

Calling at Plymouth, EVERY THURSDAY.

	Tons.	H. Power.
The AJAX, Captain Mowle.....	850	400
Freussischer Adler, Capt. Tooker.	800	380
THURSDAY..... June 7th.....	at 4 p.m.	
THURSDAY..... 14th.....	at 9 a.m.	
THURSDAY..... 21st.....	at 4 p.m.	
THURSDAY..... 28th.....	at 9½ a.m.	

Leave LONDON every Thursday and PLYMOUTH for CORK every Saturday Morning.

FARES TO LONDON—Cabin including Steward's Fee, £1 10s. Deck, 10s.

FARES TO PLYMOUTH—Cabin including Steward's Fee, £1 5s. Deck, 8s.

AGENTS, J. HARTLEY & Co., 137, Lendenhall Street, London.—Dublin, Belfast, & Cork Steam Wharf, & 33, Regent's Circus, Piccadilly.—Plymouth, Mr. Thomas Nicholson.—Southampton, Mr. Thomas Hill.

## For Dublin, Greenock, and Glasgow.

	Tons.	H. Power.
The Minerva, Capt. Hirst..	700	420
The Ocean, Capt. Stevelly..	500	240
WEDNESDAY..... 6th.....	at 4½ p.m.	
WEDNESDAY..... 12th.....	at 3 p.m.	
Cabin Fare, including Fee, 14s. Deck, 7s. 6d.		

## From Dublin to Glasgow.

FRIDAY..... 8th.....	at 10 a.m.
FRIDAY..... 22nd.....	at 10 a.m.
Cabin Fare, including Fee £1. Deck, 7s. 6d.	
OFFICE, No. 11, Eden Quay, Dublin. Stores, North Wall.	

## From Glasgow to Dublin.

Tuesday 12th at 2 p.m., or by Rail, 4 p.m.	
Tuesday 26th, at 3 p.m., or by Rail, 5 p.m.	

## From Dublin to Cork.

FRIDAY..... 1st.....	at 5 p.m.
FRIDAY..... 15th.....	at 3½ p.m.
FRIDAY..... 29th.....	at 3½ p.m.
Cabin Fare, including Fee, 14s. Deck, 7s. 6d.	
Fares from Cork to Glasgow—Cabin, including Fee £1 14s. Deck, 15s.	

Carriages, Horses, and Goods intended for Shipments should be at the Packet an hour before the time of Sailing. The Company request Passengers to look after their own luggage, as they will not be accountable for same unless entered and paid for.

THOMAS WINDER, Manager, Penrose's Quay, Cork.



STEAM COMMUNICATION TWICE-A-WEEK, TO AND FROM

**LIVERPOOL, PORTTRUSH & LONDONDERRY.**

The NORTH-WEST OF IRELAND UNION STEAM COMPANY'S splendid and powerful Steam-ship

**MAIDEN CITY, Richard Crompton, Commander,**

Calling at Portrush and Giant's Causeway, as usual; and Fast Sailing Screw Steamer

**JOHN MUNN, William Johnston, Commander,**

calling in Portrush Harbour, Going and Returning.

From LIVERPOOL.				From LONDONDERRY.			
JOHN MUNN, Friday,	1st June	8 a.m.		JOHN MUNN, Tuesday,	5th June	8 a.m.	
MAIDEN CITY, Monday,	4th	" 11 a.m.		MAIDEN CITY, Thursday,	7th	" 11 p.m.	
JOHN MUNN, Friday,	8th	" 12 noon		JOHN MUNN, Tuesday,	12th	" 8 a.m.	
MAIDEN CITY, Monday,	11th	" 2 p.m.		MAIDEN CITY, Thursday,	14th	" 2 p.m.	
JOHN MUNN, Friday,	15th	" 6 a.m.		JOHN MUNN, Tuesday,	19th	" 8 p.m.	
MAIDEN CITY, Monday,	18th	" 8 p.m.		MAIDEN CITY, Thursday,	21st	" 11 a.m.	
JOHN MUNN, Friday,	22d	" 10 a.m.		JOHN MUNN, Tuesday,	26th	" 8 a.m.	
MAIDEN CITY, Monday,	25th	" 2 p.m.		MAIDEN CITY, Thursday,	28th	" 2 p.m.	

The Company's New and Powerful Steamer, "**Victory**," is expected to be ready to take the Station in the ensuing month; Shippers and Importers will please observe that Goods directed to the care of the Agent in Liverpool will be forwarded (to and from the Interior free of Commission.)

Cabin Fares, including Steward's fees: Maiden City, 20s.; Steerage, 5s.—John Munn, 17s.; Steerage, 4s. As the hours of sailing will be punctually attended to, it is requested that all Goods shall be alongside one hour before the time of sailing.

Apply to **WILLIAM MOORE, 35, Water-street, Liverpool**; **W. H. BLACK, Portrush**; **JOHN MUNN, Foyle-street, Londonderry.**

**HAYLE AND BRISTOL.**

Order of sailing for the "**CORNWALL**" Steam Company's Ships, between Hayle, Padstow, and Bristol, for June, 1849.

The "**CORNWALL**," — Commander

From HAYLE to BRISTOL.—Tuesdays, 5th, 2 p.m.; 12th, 7 p.m.; 19th, 1½ p.m.; 26th, 7 p.m.

From BRISTOL TO HAYLE.—Fridays, 1st, 2½ p.m.; 8th, 7 p.m.; 15th, 12 noon; 22nd, 7 p.m.; 29th, 12 noon

The "**EXPRESS**," — Commander.

HAYLE TO BRISTOL.—Fridays, 1st, 12 noon; 8th, 3 p.m.; 15th, 10 a.m.; 22nd, 4 p.m.; 29th, 9½ a.m.

PADSTOW TO BRISTOL.—Fridays, 1st, 3½ p.m.; 8th, 6½ p.m.; 15th, 1½ p.m.; 22nd, 7½ p.m.; 29th, 1 p.m.

BRISTOL TO HAYLE (direct).—Tuesdays, 5th, 4½ p.m.; 19th, 4 p.m.

BRISTOL TO PADSTOW & HAYLE.—Tuesdays, 12th, 9½ a.m.; 26th, 10 a.m.

**The Aberdeen Steam Navigation Company's Steam Ships**

Will be despatched as under (weather, &c. permitting):—

**FROM LONDON** (Sailing from Aberdeen Steam Wharf, 257, Wapping.)

EARL of ABERDEEN ..... Sat. 2nd June 7 p.m. | CITY of LONDON ..... Sat. 23rd June 10 p.m.  
CITY of LONDON ..... Sat. 9th " 10 p.m. | EARL of ABERDEEN ..... Sat. 30th " 6 p.m.  
EARL of ABERDEEN ..... Sat. 16th " 5½ p.m.

**FROM ABERDEEN. (WATERLOO QUAY.)**

CITY of LONDON ..... Sat. 2nd June 9½ p.m. | EARL of ABERDEEN ..... Sat. 23rd June 1½ p.m.  
EARL of ABERDEEN ..... Sat. 9th " 2 p.m. | CITY of LONDON ..... Sat. 30th " 8½ p.m.  
CITY of LONDON ..... Sat. 16th " 8½ p.m.

The PASSAGE FARES between London and Aberdeen, are Reduced to the following Rates:—Main Cabin (provisions included) £2 17s. 6d., Steward's Fee, 2s. 6d., under thirteen years of age, Half Fare; Second Cabin (provisions included) £1 15s., Steward's Fee, 1s. 6d.; Deck, (Sailors only) 17s. 6d.

Average passage—Aberdeen to London 44 hours. London to Aberdeen 40 hours.

**Aberdeen and Hull Trade.**

One of the Company's Fast Sailing Clipper Schooners, will be despatched from each end of the Line every Wednesday. These Clippers have excellent accommodation for Passengers,

No Shipping Charges on Goods at Hull, when specially addressed to the care of the Company's Agent.

Further particulars may be learned on application to the following Agents:—**C. W. WILLOUGHBY, Aberdeen Steam Wharf, 257, Wapping, and Spread Eagle Office, Regent Circus, London**; **JAMES DAVIDSON, 3, Wellington Street, Hull**; **JAMES SAUNDERS, Inverness**; **WM. WATSON, Cromarty**; **RODERICK HAY, Invergordon**; **PETER CHRISTALL, Burghhead**.—**R. MATTHEW, MANAGER, Waterloo Quay, Aberdeen**

**ABERDEEN STEAM WHARF, 257, WAPPING.**

The Steam Ship, "**NORTH STAR**," **EDWARD HOWLING, Commander**, will be despatched as under:

**From London**—Mondays, June 4th, at 9 a.m.; and 18th, at 9 a.m.

**From Inverness**—Mondays, June 11th, and 25th, at 2 p.m.

PASSAGE FARES.—(including provisions)—Main Cabin, to Inverness and Invergordon, £4; Fore Cabin, £2 12s. 6d. Main Cabin, to Burghhead, £3 15s.; Fore Cabin, £2 10s. Deck (Soldiers and Sailors, without provisions) £1 5s. Steward's fees, Main Cabin, 3s.; Fore Cabin, 2s.—Children under 13 years of age, half price. Two Barrels' Bulk of Personal Luggage for each Passenger free.—No Goods considered as Luggage.

The Passage Money must in every case be paid when the Berth is secured. Passengers can walk on board without the inconvenience of small boats, and no charge for Portage allowed to be made by any of the Company's Servants.

The most expeditious and the cheapest conveyance to the Aberdeen Steam Wharf is by the Waterman Steamers, which leave the following Piers every quarter of an hour:—Westminster Bridge, Adelphi, next Hungerford Market, Temple Bar, Blackfriars Bridge, Paul's Wharf, Fishmongers' Hall Wharf, and London Bridge, for Tunnel Pier, Wapping. Carriages, &c., via Ratcliff Highway, and down Gravel-lane to the Wharf.

Shippers will please to send their Goods to the Wharf not later than three hours previous to the vessels leaving. Goods received at the Aberdeen Steam Wharf for Elgin, Forres, Invergordon, Burghhead, Cromarty, Inverness, and all the North of Scotland.

Small Parcels and Light Packages received for the Company at 82, Lombard-street.—Spread Eagle, Regent Circus, is the only Office for the reception of Goods at the West End.

Berths secured and information obtained of James Saunders, Inverness; Roderick Hay, Invergordon; William Watson, Cromarty; P. Christall, Burghhead; Spread Eagle Office, Piccadilly; and of CHARLES WILLIAM WILLOUGHBY, Agent and Wharfinger, Aberdeen Steam Wharf, 257, Wapping.

**LIVERPOOL TO MOSTYN.**

The splendid, powerful, and fast-sailing steamer, **VESTA**, Captain Robert Davies, will sail from **PRINCE'S PIER HEAD, Liverpool**, and from **MOSTYN**, for the Month of June, 1849, punctually as under:

**From Mostyn to Liverpool.**

1st Friday .... 8 0 a.m. | 8th Friday .... 12 30 p.m. | 15th Friday .... 6 0 p.m. | 23rd Saturday .. 1 0 p.m.  
2nd Saturday .. 9 0 " | 9th Saturday .. 1 0 " | 18th Monday .. 9 0 a.m. | 25th Monday .. 2 30 "  
4th Monday .. 10 0 " | 11th Monday .. 2 30 " | 19th Tuesday .. 10 0 " | 26th Tuesday .. 3 30 "  
5th Tuesday .. 11 0 " | 12th Tuesday .. 3 0 " | 20th Wednesday .. 11 0 " | 27th Wednesday .. 4 30 "  
6th Wednesday .. 11 30 " | 13th Wednesday .. 4 0 " | 21st Thursday .. 11 30 " | 28th Thursday .. 5 30 "  
7th Thursday .. 12 0 noon | 14th Thursday .. 5 0 " | 22nd Friday .. 12 0 noon | 29th Friday .. 6 0 "  
Departure of trains from Mostyn to Chester—10 46 a.m.; 12 35 and 7 35 p.m. To Holyhead—11 22 a.m.; and 2 32 p.m. Any alteration which may take place in the departure of trains to and from Mostyn, can be ascertained on reference to the Railway Guides, or Tables issued by the Company.

**From Liverpool to Mostyn.**

1st Friday .... 4 30 p.m. | 9th Saturday .. 9 0 a.m. | 16th Saturday .. 4 0 p.m. | 25th Monday .. 10 30 a.m.  
2nd Saturday .. 5 0 " | 11th Monday .. 10 30 " | 19th Tuesday .. 6 0 a.m. | 26th Tuesday .. 11 30 "  
5th Tuesday .. 7 0 a.m. | 12th Tuesday .. 11 0 " | 20th Wednesday .. 7 0 " | 27th Wednesday 12 30 p.m.  
6th Wednesday .. 7 30 " | 13th Wednesday 12 0 noon | 21st Thursday .. 7 30 " | 28th Thursday 1 30 "  
7th Thursday .. 8 0 " | 14th Thursday .. 1 0 p.m. | 22nd Friday .. 8 0 " | 29th Friday .... 2 30 "  
8th Friday .... 8 30 " | 15th Friday .... 2 0 " | 23rd Saturday .. 9 0 " | 30th Saturday .. 4 0 "

The Chester and Holyhead Railway Station at Mostyn is within a few yards of the place of landing; from whence Passengers or Goods can be conveyed to Rhyl, Abergele, Conway, Bangor, Holywell and Flint.—Travellers to and from Liverpool, from the above places, will, by this conveyance, enjoy a pleasant and direct sea voyage at the cheap rates herein inserted. All the trains will stop at Mostyn excepting the express.

An Omnibus leaves the Royal and White Horse Hotel, Holywell, three quarters of an hour previous to the sailing of the Packet from Mostyn; and will be in attendance at the Station, upon her arrival from Liverpool; Fares, 1s. out, and 1s. 6d. inside.—no fees.

A Coach will start from St. Asaph, two hours before the steamer sails from Mostyn, through Rhuddlan, Dysarth, Talargoch, and Granat.—A Coach also will leave Mr. Robert Jones's, Swan Inn, Denbigh, two hours and a half before the Steamer sails from Mostyn, through Bodfarry, Caerwys, and Whitford.—Coaches and Cars in attendance when the Packet arrives at Mostyn, to convey Passengers to all parts of Wales.—Carriers for Holywell, St. Asaph, Rhuddlan, and Denbigh, attend the Packet regularly at Mostyn.

Passengers taken on board at the Seacombe Slip, twenty minutes before the time of sailing; and Daniel James, the Agent, will attend to receive Goods, during Mondays and Fridays, at the same place.—Passengers landed and received on board at Holyoke.—Goods taken on board at Mostyn, on Mondays and Fridays.—Carriages and Horses taken on board at Mostyn and Liverpool. All Goods after they are landed at Mostyn and Liverpool, if not immediately taken away, will be at the risk of the Consignees.

Cabin Fare, 2s. 6d.; Deck ditto, 1s. 6d.—Children under 14 years of age, Cabin, 1s. 6d.; Deck, 1s.

For further information apply at Mr. Daniel James's, 22, Union Street, near the Exchange, Liverpool; Mr. D. Maddock's, Packet House, Redcross Street; and at Dodd's Hotel, James's Street; Mrs. Kyffin's, Mostyn Tavern, Parliament Street, and to Elias Hughes, at Mostyn. Lists of the rates of Freight may be had at any of the above places.

**PACKET OFFICE, MOSTYN.**



**Bristol, Tenby, and Carmarthen, in 10 hours, and  
Bristol, Mumbles, and Port Talbot.**

BRISTOL, TENBY, AND CARMARTHEN.

From Bathurst Basin, Bristol, to Tenby, June 1st, 3 p.m.; 5th, 6 p.m.; 13th, 10½ a.m.; 19th, 5 a.m.; 26th, 10 a.m.  
Average passage 8 hours.

BRISTOL, MUMBLES, AND PORT TALBOT.

From Port Talbot to Bristol.—June 11th, 6¼ p.m.; 23rd, 5 p.m.;

Information may be had on application to the master on board, or to the following Agents:— Mr. Thomas and Sons, Packet-office, Back, Bristol; Mr. North Rees, Packet-office, Carmarthen; Mr. W. Bowers, Lion Inn, Tenby; or Mr. W. Jenkins, Packet-office, Port Talbot.—Freights of Goods to be paid for on delivery.

DUKE OF CORNWALL, DEVONSHIRE, CITY OF LIMERICK, & SHANNON.

From DUBLIN, for Falmouth, Plymouth, Southampton, and London, on Saturday 2nd, at 7 p.m.; Wednesday 6th, 9 p.m.; Saturday 9th, 12 noon; Wednesday 13th, 3 p.m.; Saturday 16th, 5 p.m.; Wednesday 20th, 8 p.m.; Saturday 23rd, 12 noon; Wednesday 27th, 3 p.m.; Saturday 30th, 5 p.m.

From FALMOUTH, for Plymouth, Southampton, and London, on Mondays and Fridays at 7 a.m.

From **PLYMOUTH**, for Southampton and London, on Mondays and Fridays, at 3 p.m.

From LONDON, for Plymouth, Falmouth, and Dublin, on Wednesdays and Saturdays, at 8 a.m.  
From SOUTHAMPTON, for Plymouth, Falmouth, and Dublin, on Thursdays, at 8 a.m.

From SOUTHAMPTON, for Plymouth, Falmouth, and Dublin, on Thursdays at 3 p.m.  
From BLYMOUTH, for Falmouth and Dublin, on Mondays and Fridays at 3 p.m.

From **PLYMOUTH**, for Falmouth and Dublin, on Mondays and Fridays, at 8 a.m.  
From **FALMOUTH**, for Dublin, on Mondays and Fridays, afternoon.

**Fares (including Steward's Fees).**

Carriages, Three, Four, Five, and Six Guineas, according to size; Gig or Car, Two Guineas; Horse, Three Guineas; Dog, 7s. 6d.

Also ply between Dublin and London, for the conveyance of Goods only, and without calling at any intermediate port.

OFFICES:—Dublin: Chief Office, 9, Eden Quay; and 33, Regent-street, Piccadilly; 137, Leadenhall-street; JAMES HARTLEY, Agent. Southampton; 71, High-street, R. CLARK, Agent. Falmouth: Quay, WILLIAM CHARLEY, Sons, and MALCOLM, Agents. Stores, North Wall; W. J. EGAN, Sec. London: Dublin Steam Wharf, Lower East Smithfield; W. J. LE FEUVRE, Agent. Plymouth: Vauxhall; CARNE, Agent. Belfast: Donegal Quay, HALL, Agent.

The New and Powerful Steamer, MARQUIS OF STAFFORD, Capt. Hudson, will leave as under  
(unless prevented by weather or accident).

From Glasgow.

Friday, 1st June, .... at noon.... Railway, 3 p.m.

8th, " " " " " "

15th, 19 . . . . "

22nd, " . . . "

11	29th,	33	33	33
12	30th,	34	34	34
13	31st,	35	35	35
14	1st,	36	36	36
15	2nd,	37	37	37
16	3rd,	38	38	38
17	4th,	39	39	39
18	5th,	40	40	40
19	6th,	41	41	41
20	7th,	42	42	42
21	8th,	43	43	43
22	9th,	44	44	44
23	10th,	45	45	45
24	11th,	46	46	46
25	12th,	47	47	47
26	13th,	48	48	48
27	14th,	49	49	49
28	15th,	50	50	50
29	16th,	51	51	51
30	17th,	52	52	52
31	18th,	53	53	53
32	19th,	54	54	54
33	20th,	55	55	55
34	21st,	56	56	56
35	22nd,	57	57	57
36	23rd,	58	58	58
37	24th,	59	59	59
38	25th,	60	60	60
39	26th,	61	61	61
40	27th,	62	62	62
41	28th,	63	63	63
42	29th,	64	64	64
43	30th,	65	65	65
44	31st,	66	66	66
45	1st,	67	67	67
46	2nd,	68	68	68
47	3rd,	69	69	69
48	4th,	70	70	70
49	5th,	71	71	71
50	6th,	72	72	72
51	7th,	73	73	73
52	8th,	74	74	74
53	9th,	75	75	75
54	10th,	76	76	76
55	11th,	77	77	77
56	12th,	78	78	78
57	13th,	79	79	79
58	14th,	80	80	80
59	15th,	81	81	81
60	16th,	82	82	82
61	17th,	83	83	83
62	18th,	84	84	84
63	19th,	85	85	85
64	20th,	86	86	86
65	21st,	87	87	87
66	22nd,	88	88	88
67	23rd,	89	89	89
68	24th,	90	90	90
69	25th,	91	91	91
70	26th,	92	92	92
71	27th,	93	93	93
72	28th,	94	94	94
73	29th,	95	95	95
74	30th,	96	96	96
75	31st,	97	97	97
76	1st,	98	98	98
77	2nd,	99	99	99
78	3rd,	100	100	100
79	4th,	101	101	101
80	5th,	102	102	102
81	6th,	103	103	103
82	7th,	104	104	104
83	8th,	105	105	105
84	9th,	106	106	106
85	10th,	107	107	107
86	11th,	108	108	108
87	12th,	109	109	109
88	13th,	110	110	110
89	14th,	111	111	111
90	15th,	112	112	112
91	16th,	113	113	113
92	17th,	114	114	114
93	18th,	115	115	115
94	19th,	116	116	116
95	20th,	117	117	

The Vessel will call at Oban, Tobermory, Portree, and the intermediate ports of Armadale, Balma-  
carra, and Kyleakin.

The "Marquis of Stafford" will call at Lochinver, on her passage from Stornoway to Glasgow, on the 19th June and 3rd July; and all Goods for these ports must be shipped at the Broomielaw, Glasgow, on the 14th and 18th of June inst. respectively.

The freight of goods, where there are no agents, must be paid before shipment.

No Goods can be received, unless alongside the Vessel one hour before the time of sailing; and Goods for Stornoway must be shipped on the previous day.

For further particulars apply to M'INNES & MORISON, Glasgow; DONALD M'LARTY & CO., Greenock; WILLIAM CUMSTIE, Oban; GEORGE BLACK, Tobermory; ALEX. M'NAUGHTEN, Portree; HECTOR M'KENZIE, Ullapool; JOHN MACDONALD, Lochinver, or here to Stornoway, June, 1849. JAMES R MACIVER, Manager.

GEE & CO.'S SPLENDID STEAMERS (Carrying Post-Office Letter Bags.)

Will resume their station as soon as the Blockade of the Elbe ceases.

**St. PETERSBURGH, & COPENHAGEN.**

The "City of Aberdeen," Lieut. Wm. Knocker, R.N., Commander, or "Helen MacGregor," is intended to sail the first week in June.

HULL TO ANTWERP.

**"The Albatross,"** Captain Bateman, every Wednesday, as soon after 3 p.m. as possible.  
This is the shortest and cheapest route from the West and North of England, and Scotland, for Belgium,  
the Rhine, Southern Germany, Paris, &c. GEE & CO.  
Hull, June, 1849.

THE HULL STEAM PACKET CO.'S STEAMERS ARE INTENDED TO PLY AS UNDER:—  
**HULL and LONDON.**—From HULL every Monday, Wednesday, and Friday, at 1 p.m. From  
 CUSTOM-HOUSE QUAY, LONDON, every Tuesday, Thursday and Saturday, at 8 a.m. **FARES** very low.

**HULL and HAMBURGH.**—Carrying Her Majesty's Royal Mails.—Powerful Steamers twice or thrice a week. Further particulars, when requested, furnished by post.

**HULL and ANTWERP.**—Carrying Post-office Letter Bag.—From HULL, every Saturday evening. From ANTWERP every Wednesday, at Noon. FARES, BEST CABIN, 21s.; SECOND CABIN, 12s. 6d.

**HULL AND BREMEN.**—Carrying Post-office Letter Bag.—From Hull every alternate Saturday, when the Weser (which is at present blockaded) is open.

**HULL, COPENHAGEN, and ST. PETERSBURGH.**—Carrying Post-office Letter Bag.—Powerful steamers ply regularly once or twice a month during the season. Application by letter for particulars promptly attended to.

**HULL and Yarmouth.**—From HULL every Wednesday, and from YARMOUTH every Saturday.

HULL & GOOLE and HULL & GAINSBRO'.—Steam Tugs almost daily.

For further particulars apply to **BROWNLOW, PEARSON, & Co., General Agents, Hull.**  
June, 1849.

**HULL AND ROTTERDAM.**

The new and powerful Iron Steam Ship SEA GULL, GEO. NICHOL, Commander, will leave Hull for Rotterdam every Wednesday, as soon after half-past Three p.m. as the tide permits, and Rotterdam for Hull every Saturday Morning, (with or without Pilots.)

Fares from Hull to Rotterdam, First Cabin, £1 12s. 6d.; Fore Cabin, 15s.; Tickets for the Voyage Out and Home, First Cabin, £2 10s.  
For further particulars, apply to  
**Wm. H. H. Hutchinson, Hull.**  
**J. B. Crol & Co., Rotterdam.**



## Steam communication between Goole and Rotterdam,

In connection with the Lancashire and Yorkshire Railway.

The First Class Steam Ship "**NORFOLK**," 201 tons register; 120 horse power; John Wood, Commander, is appointed to Sail, with Goods and Passengers, from Goole to Rotterdam, every succeeding Saturday, and from Rotterdam every Wednesday Morning, calling at Hull each way, to land and receive Passengers.

FARES.—Best Cabin, £1 12s. 6d.; Fore Cabin, 15s.; Tickets for the Voyage out and home, best Cabin, £2 10s. For further particulars apply to JOSEPH IBBOTSON, Goole; R. TWISS, Rotterdam.

## GLASGOW AND THE HIGHLANDS.

SUMMER ARRANGEMENTS FROM MONDAY, 4TH JUNE, TILL FURTHER NOTICE.

THE SPLENDID NEW STEAMERS

EDINBURGH CASTLE .. Captain Turner.  
DOLPHIN ..... Captain M'Killop.  
PIONEER ..... Captain Shields.  
SHANDON ..... Captain Duncan.

TARTAR ..... Captain M'Donald.  
CYNET ..... Captain Campbell.  
LAPWING ..... Captain Henry.  
ROB ROY ..... Captain

### FOR OBAN,

From Glasgow Bridge by Greenock, Dunoon, Rothesay, and Crinan Canal, "PIONEER," on Monday, Tuesday, Thursday, and Friday, at 6 Morning, and from GREENOCK about a quarter to 8 o'clock, arriving at Oban about 4 Afternoon.

Also "CYNET" and "LAPWING," Tuesday and Friday, at 6 Morning.

### FOR INVERNESS,

From Glasgow Bridge by Greenock, Dunoon, Rothesay, and Crinan Canal, "PIONEER," on Monday and Thursday, at 6 Morning, and from GREENOCK about a quarter to 8 o'clock, arriving at Oban about 4 p.m., and Inverness on afternoon of following day.

And "CYNET," and "LAPWING," Tuesday and Friday, at 6 Morning.

Note.—The Friday's Steamer remains over the Sunday at Banavie.

It will be seen from the above, that these Vessels afford in their passage a view of the beautiful Scenery of the Clyde, with all its Watering Places—the Island and Kyles of Bute—Island of Arran—Mountains of Cowall, Knapdale, and Kintyre—Lochline—Crinan—with the Islands of Jura, Scarba, Mull, and the many others that stud the Western Sea—the Whirlpool of Corryvreckan—the Mountains of Lorn, of Morven, of Appin, of Kingairloch, and Ben-Nevis—the Land of Lochiel, the scene of the Wanderings of Prince Charles, and near to where the Clans raised his standard in '45—Lochaber—the Caledonian Canal—Loch Lochy—Loch Oich, Loch Ness, with all the magnificent Glens and Mountains on either side, and THE FALL OF FOYERS.

Passengers purchasing Tickets for the above places may use them on any day on which the vessel goes.

"CYNET" or "LAPWING," every Tuesday and Friday, from GLASGOW to INVERNESS, with Goods and Passengers. The "TARTAR," for SKYE, by TOBERMORY, every Tuesday, with Goods and Passengers. The "ROTHESAY CASTLE" plies regularly on the Moray Frith in connection with the above Vessels. Carriages and Horses taken by the swift boats, provided there are persons in charge to drive along the line of the Crinan Canal.

### There are commodious Hotels at different places along the Route.

Passengers allowed  $\frac{1}{2}$  cwt. of Luggage free, all beyond that quantity to be charged at the rate of 3s. per cwt.—Passengers going by the "PIONEER" are requested to send as much of their Luggage as they can by the Luggage Boats, as it will save themselves time, trouble, and expense in transhipping at the Crinan Canal.—The Company not responsible for Dogs; nor for Luggage, unless paid and signed for by them or their Agents; nor for any damage Goods may sustain in landing or shipping at any of the Ferries; nor for any Goods until they are actually received on board.—The Freight on all Goods must be paid before shipment, except for those places at which there are regular Agents.

George and James Burns,  
9, BUCHANAN-STREET, GLASGOW.

Thompson and Macconnell,  
15, JAMAICA-STREET, GLASGOW.

Agent in Edinburgh, George Armstrong, 15, South St. David-street.

JUNE, 1849.

London to Paris, via Southampton.—Passengers leaving Waterloo station by the night mail in at 8 $\frac{1}{2}$  reach Paris the following afternoon at 4 o'clock. Through Tickets are issued at the station, and from London to Paris and back, available for Fifteen Days from date of Issue—1st class, £3 3s. 6d.; 2nd class, £2 8s.—1st class, from London to Paris, £2 2s.; 2nd do. £1 12s. (Second class tickets include the cabin passage only.)

Passengers are informed that arrangements have been made, by which their luggage will be removed from the South Western Company's Steam Packets to the Custom House at Havre free of all charge, and that orders appointed by the company will be in attendance at the Custom House to assist in the unloading and stowing of the various packages, and to take them either to the Railroad or to any Hotel in the town. The charge for this latter service is fixed at 50 cents. for trunks, portmanteaus, and other large articles, and 25 cents. for a bag, hat-box, &c.

Stewards' Fees,—Main Cabin, 2s.; Fore Cabin, 1s.

Children under Two Years of Age, Free; above Two and under Twelve, Half Fares and Fees.

## THE NEW SOUTH WESTERN STEAM NAVIGATION CO.'S

Swift and Powerful Iron Steam Ships, "COURIER," "DISPATCH," "EXPRESS," or "WONDER."

Sailing in conjunction with the London and South Western, the Rouen and Havre, and Rouen and Paris Railways, and will leave the OPEN DOCK, SOUTHAMPTON, and call at the Royal Pier, (weather permitting.)

FOR HAVRE-DE-GRACE,  
CALLING OFF PORTSMOUTH, AS FOLLOWS:—  
FROM SOUTHAMPTON.

Every Wednesday and Saturday at 11 $\frac{1}{2}$  night, on the arrival of the London mail train.

These Steamers will take Cargo on Saturdays from Southampton, and on Mondays from Havre. FARES, Main Cabin, 21s.; Fore, 14s.; Carriages, £3; Horses, £3; Dogs, 5s.—Dealers' Horses, not less than six shillings shipment, each £1 10s.

### THE ROYAL MAIL PACKETS TO GUERNSEY AND JERSEY.

WILL LEAVE SOUTHAMPTON

On Mondays, Wednesdays, & Fridays, at  $\frac{1}{2}$  to 12 o'clock at night, on the arrival of the London Night Mail train; returning from Jersey every Monday, Wednesday, and Friday morning, at 8 o'clock.

Fares:—Main Cabin, 21s.; Second Cabin, 14s.; Carriages, £3; Horses, £3; Dogs, 5s.

### JERSEY TO ST. MALO AND GRANVILLE.

In connection with the Royal Mail Steamers from Southampton, being the most direct and convenient route between England and the South of France.

The fast Iron Steamer "SOUTH WESTERN," will leave (according to tide, and weather permitting)—Jersey for St. Malo—every Monday and Friday. St. Malo for Jersey—every Tuesday and Saturday. Jersey for Granville—every Wednesday. Granville for Jersey—Wednesday, 6th June; Thursday 14th; Wednesday 20th; and Thursday 28th. Fares from Jersey, to St. Malo, or Granville—Main Cabin, 7s. 6d.; Fore Cabin, 5s.; Carriages, £2; Horses, £1 10s; Dogs, 2s. 6d.

By order, WILLIAM GREEN, Secretary.

### STEAM COMMUNICATION BETWEEN LIVERPOOL AND NEWRY.

The Splendid Steam Ships, "SEA NYMPH," Capt. JOSEPH THOMPSON, and "HERCULES," Capt. LAWRENCE TALLAN, are intended to sail between the above Ports, with Goods and Passengers, during June, 1849, as under:—

From Newry.—Sea Nymph, from Warrenpoint Dock—June 5th, 8 $\frac{1}{2}$  p.m.; 9th, 10 p.m.; 14th, 2 p.m.; 19th, 7 p.m.; 23rd, 10 p.m.; 28th, 2 $\frac{1}{2}$  p.m. Hercules, June 2nd, 6 $\frac{1}{2}$  p.m.; 7th, 9 p.m.; 12th, 12 noon; 16th, 4 $\frac{1}{2}$  p.m.; 21st, 9 p.m.; 26th, 12 $\frac{1}{2}$  p.m.; 30th, 5 p.m.

From Liverpool.—Sea Nymph, from Clarence Basin—June 2nd, 8 p.m.; 7th, 12 noon; 12th, 3 p.m.; 16th, 7 p.m.; 21st, 10 p.m.; 26th 3 p.m.; 30th, 7 p.m.; Hercules, June 5th, 9 p.m.; 9th, 11 $\frac{1}{2}$  a.m.; 14th, 3 p.m.; 19th, 8 p.m.; 23rd, 12 noon; 28th, 3 $\frac{1}{2}$  p.m.

FARES: Cabin, including Fee, 12s. 6d. Steerage, 2s. 6d.

AGENTS for the "SEA NYMPH," SAMUEL SMITH, Newry and Warrenpoint, and W. E. BROWN, 26, Brown-street, Manchester; and T. MARTIN and BURNS & Co., Water Street, Liverpool. Agents for the "HERCULES," KIDD BROTHERS, Newry; LEONARD WATSON, Warrenpoint; W. H. HUTCHINSON, 35, Chapel Walks, South Castle-street, Liverpool.



ARE INTENDED TO SAIL

## FROM FLEETWOOD,

TO BELFAST, GLASGOW, LONDONDERRY, DOUGLAS, ISLE OF MAN,  
ULVERSTON, AND THE LAKES.

## FOR BELFAST.

The Royal Mail Steam Ships "Prince of Wales," A. McNEILAGE, Commander; and  
"Princess Alice," L. HUMPHREYS, Commander.

FROM FLEETWOOD.		Every Monday, Wednesday, and Friday Evenings.	
PRINCE OF WALES, Friday,	June 1, 7 0 p.m.	PRINCE OF WALES, Monday, June 18,	7 0 p.m.
PRINCESS ALICE, Monday,	" 4, 7 0 "	PRINCESS ALICE, Monday, June 20,	8 0 "
PRINCE OF WALES, Wednesday,	" 6, 8 0 "	PRINCESS ALICE, Friday,	" 23, 9 0 "
PRINCESS ALICE, Friday,	" 8, 9 0 "	PRINCE OF WALES, Monday,	" 25, 7 0 "
PRINCE OF WALES, Monday,	" 11, 7 0 "	PRINCESS ALICE, Wednesday,	" 27, 7 0 "
PRINCESS ALICE, Wednesday,	" 13, 7 0 "	PRINCE OF WALES, Friday,	" 29, 7 0 "
PRINCE OF WALES, Friday,	" 15, 7 0 "		

## FROM BELFAST.

Every Monday, Wednesday, and Friday Evenings.		Every Monday, Wednesday, and Friday Evenings.	
PRINCESS ALICE, Friday,	June 1, 6 1/2 p.m.	PRINCE OF WALES, Monday, June 18,	6 1/2 p.m.
PRINCE OF WALES, Monday,	" 4, 6 1/2 "	PRINCESS ALICE, Wednesday,	" 20, 6 1/2 "
PRINCESS ALICE, Wednesday,	" 6, 6 1/2 "	PRINCE OF WALES, Friday,	" 22, 7 "
PRINCE OF WALES, Friday,	" 8, 7 "	PRINCESS ALICE, Monday,	" 25, 4 1/2 "
PRINCESS ALICE, Monday,	" 11, 4 "	PRINCE OF WALES, Wednesday,	" 27, 6 1/2 "
PRINCE OF WALES, Wednesday,	" 13, 6 "	PRINCESS ALICE, Friday,	" 29, 6 1/2 "
PRINCESS ALICE, Friday,	" 15, 6 1/2 "		

Fares—(no Steward's Fees)—Saloon, 12s.; Fore Cabin, 7s. 6d.; Steerage, 8s.

## FOR GLASGOW, via TROON.

The First-class Iron Steam Ship "Royal Consort," P. McKELLAR, Commander.

FROM FLEETWOOD.		Every Monday and Thursday Evenings.	
ROYAL CONSORT, Monday,	June 4, 7 0 p.m.	ROYAL CONSORT, Monday, June 18,	7 0 p.m.
ROYAL CONSORT, Thursday,	" 7, 8 0 "	ROYAL CONSORT, Thursday,	" 21, 8 0 "
ROYAL CONSORT, Monday,	" 11, 7 0 "	ROYAL CONSORT, Monday,	" 25, 7 0 "
ROYAL CONSORT, Thursday,	" 14, 7 0 "	ROYAL CONSORT, Thursday,	" 28, 7 0 "

## FROM TROON.—Every Wednesday and Friday, at 6 30 p.m.

REDUCED FARES (including Steward's Fee), between Fleetwood and Glasgow, Cabin and First Class Railway, 15s.; Cabin and 2nd Class, 13s. 6d.; Steerage and 3rd Class, 5s.—Between Fleetwood and Troon, Cabin, 12s. 6d.; Steerage, 4s. Between Glasgow and Manchester, First Class Railway and Saloon, 22s. 6d.; Second Class Railway and Saloon, 20s.; Third Class and Deck of Steamer, 7s. 6d.—Passengers may book through either at Salford Station, Manchester, or Ayrshire Railway Station, Glasgow.

## FOR DOUGLAS, ISLE OF MAN.

The Well-known Steamer "Ben-my-Chree," J. KERMODE, Commander.

From FLEETWOOD.—Monday 4th June at 2 p.m., Tuesday the 12th at 2 p.m., and Saturday the 2nd, 9th, and 16th at 4 30 p.m. On and after the 18th June, on Monday and Thursday at 2, and Saturday at 4 30 p.m.

From DOUGLAS.—Every Monday and Friday Morning, about 8 a.m. On and after the 18th June, Monday, Wednesday and Saturday morning, about 8 a.m.—FARES: Saloon, 6s. 6d.; Deck, 3s.

## FOR LONDONDERRY.

The superior Steam Ships "Thistle," J. McKELLAR, Commander; and "Londonderry," W. GENTLE, Commander.

From FLEETWOOD.—Every Tuesday.—Londonderry, June 5th, at 7 p.m.; Thistle, 12th, at 7 p.m.; Londonderry, 19th, at 7 p.m.; Thistle, 26th, at 7 p.m.

From LONDONDERRY.—Every Thursday Afternoon.—FARES (including Steward's Fees) Saloon, £1; Steerage, 5s.

## Ulverston and the Lakes, via Bardsea.

ON AND AFTER THE 18th OF JUNE.

The splendid New Iron Steamer, "Fenella," is expected to commence plying four times weekly between Bardsea and Fleetwood, and once weekly between Bardsea and Liverpool.

For further information apply to R. HENDERSON, BELFAST; KEMP &amp; CO., Fleetwood Steam Packet Office; 2, Howard-street, Jamaica-street, GLASGOW; and Railway Station, Paisley; GEORGE GREEN, LONDONDERRY; E. Moore, Douglas; Doyle and Hand, Fleetwood Office, 13, Water-street, Liverpool; J. J. Birchall, 10, St. Mary's Gate, Manchester; Hy. Nock, Dale End, Birmingham; the Royal Steam Packet Office, 450a, Strand, London; or to

KEMP &amp; CO., General Commission Agents, Fleetwood.

## TO NEWCASTLE AND LEITH,

TWICE A-WEEK.

The Leith-Newcastle Steam Packet Company's Iron Steam Ship, "BRITANNIA," 150 Horse Power, Captain D. ADAMSON, will leave LEITH and NEWCASTLE, during JUNE, as follows:—

## FROM LEITH.

Saturday	June 2nd	at 12 noon.
Wednesday	" 5th	" 3 p.m.
Saturday	" 9th	" 4 p.m.
Wednesday	" 13th	" 7 p.m.
Saturday	" 16th	" 10 p.m.
Wednesday	" 20th	" 2 p.m.
Saturday	" 23rd	" 4 p.m.
Wednesday	" 27th	" 8 p.m.
Saturday	" 30th	" 10 p.m.

## FROM NEWCASTLE.

Tuesday	June 5th	at 2 p.m.
Thursday	" 7th	" 3 p.m.
Tuesday	" 12th	" 7 a.m.
Thursday	" 14th	" 7 p.m.
Tuesday	" 19th	" 1 p.m.
Thursday	" 21st	" 2 p.m.
Tuesday	" 26th	" 7 a.m.
Thursday	" 28th	" 8 p.m.

## Average Passage Ten Hours.

Continuing to leave LEITH, every Wednesday &amp; Saturday; and NEWCASTLE, every Tuesday &amp; Thursday. The BRITANNIA is a new Iron Vessel of upwards of 300 Tons burden. Her Cabin Accommodation is superior, with Private State Rooms, and Sleeping Berths; and being one of the fastest sailers on the East Coast, she makes the passage regularly in about Ten Hours from Quay to Quay.

FARES:—First Cabin, 7s.; Second Cabin, 4s.; with Return Tickets, First Cabin, 10s.; Second Cabin, 6s., with the usual attendance of Stewards and Stewardess.

Freight of Goods, Carriages, Horses, Cattle, &amp;c., very moderate. Goods are received in the absence of the Steamer at the Wharf, and Warehoused and Shipped free of expense. Shippers in the Country are respectfully requested to address their shipments per Britannia or to the care of the Agent, so as to ensure the usual despatch.

From Leith there are railway and canal conveyances to Glasgow, &amp;c., and Steamers and fast sailing Vessels to Dundee, Montrose, Aberdeen, and the North. Goods expeditiously carried to and from Glasgow and Greenock, via Leith, by either Railway or Canal, at a Cheap Rate throughout.

Apply at the Leith-Newcastle Steam Packet Company's Offices; in Leith, to W. LAING, Shore; in Edinburgh, at HARTILL and SON'S Waterloo-place, and at the Duty House; and in Newcastle, at the Leith Steam Wharf, New Quay, to WILLIAM LAING, JUN., AGENT.

## Steam between Plymouth, Falmouth, Guernsey and Jersey.

The favourite and powerful Steamer "Sir Francis Drake," W. Saddle, Commander, will run during the Season as follows (with liberty to tow Vessels).

Plymouth for Falmouth, on Wednesdays and Saturdays, starting from Stonehouse Pool at half-past Ten, and from Plymouth at Twelve.—FARES, 7s. 6d., 6s., 4s.

Falmouth for Plymouth, on Mondays and Thursdays at Seven in the Morning, calling off Mevagissey, on her trips between Plymouth and Falmouth, weather permitting. Fares, 7s. 6d., 6s., 4s.

Plymouth direct for Guernsey and Jersey, every Thursday Afternoon, leaving Stonehouse Pool at half-past Four and Plymouth at half-past Five.—FARES, to Guernsey 18s., 12s., 7s.; to Jersey, £1 1s., 14s., 8s.

Jersey and Guernsey direct for Plymouth every Friday, leaving Jersey at 12 noon and Guernsey at 5 a.m. Fares—From Guernsey, 18s., 12s., and 7s.; from Jersey, 21s., 14s., and 8s.

Steamers and Sailing Packets leave Guernsey and Jersey regularly for St. Malo and Granville.

The Sir F. Drake affords the only direct Steam Communication between Plymouth and Guernsey and Jersey, by which many hours are saved in the passage.

Agents,—T. P. DIXON, Falmouth; J. B. BARRET, Guernsey; JOHN BENEST, Jersey; W. LANGDON, 12, Union Street, Stonehouse.

## Antwerp, Brussels, Cologne, Hamburg, Berlin, Leipzig, Dresden, &amp;c.

LONDON to COLOGNE in 30 Hours.—(Sea Passage seven hours only.)—

The Antwerp Company's powerful, splendid, and very favourite Steam-Ship "Antwerpen," 400 Tons Burthen, and 280 Horse Power, (with a Bag of Letters from the Post Office), THOMAS JACKSON, COMMANDER, leaves the St. Katharine's Steam Wharf, near the Tower, every Sunday morning at 9 o'clock, returning from Antwerp, every Wednesday morning at 11 o'clock. The Railroad from Cologne to Hamburg, Berlin, Leipzig, Dresden, &amp;c. now being opened, travellers may proceed to those places by the way of Antwerp, with the short Sea Passage of 7 hours only. The Fares to Cologne are 21 francs (16s. 6d.) first class, 16 francs (12s. 6d.) second, 10 1/2 francs (8s.) third. The general accommodation for Passengers on board this renowned Steam Ship, as well as her spacious Ladies' and private Cabins, are entirely unequalled. REDUCED FARES:—Chief cabin £1 10s., Fore Cabin £1, (children under 10 years, half price), Four-wheeled Carriages, £4 4s., Two-wheeled Carriages £3, Horses £3 3s. For Freight apply Messrs. LIGHTLY and SIMON; and to secure berths, at the Offices, 123, Fenchurch-street, and 88, Regent-circus, Piccadilly, where, (as well as at the Wharf,) every information may be obtained.





**SOUTH EASTERN & CONTINENTAL**  
Steam Packet Company's unrivalled Steam Ships,  
Sail daily, each way, between  
**FOLKESTONE AND BOULOGNE,**  
AND  
**DOVER & CALAIS,**

Performing the voyage to Boulogne in 2 hours, and to Calais in 1½ hours.  
JUNE, 1849.



1849. JUNE.	From Folkestone. to Boulogne.	From Boulogne to Folkestone.	1849 JUNE.	From Folkestone. to Boulogne.	From Boulogne to Folkestone.
1 Friday .....	6 0 a.m. 5 30 p.m.	5 30 a.m. 5 30 p.m.	17 Sunday .....	6 30 a.m.	6 30 a.m.
2 Saturday .....	6 0 ,, 7 15 ,,	6 0 ,, 6 30 ,,	18 Monday .....	6 30 a.m. 7 15 p.m.	6 30 a.m. 6 30 p.m.
3 Sunday .....	6 30 a.m.	6 30 a.m.	19 Tuesday .....	7 0 ,, 7 30 ,,	7 0 ,, 7 30 ,,
4 Monday .....	7 30 ,, 7 30 ,,	7 30 ,, 8 30 ,,	20 Wednesday .....	8 0 a.m.	8 0 a.m.
5 Tuesday .....	8 30 ,, 8 30 ,,	8 30 ,, 8 30 ,,	21 Thursday .....	9 0 ,,	9 0 ,,
6 Wednesday .....	9 30 a.m.	9 30 a.m.	22 Friday .....	11 30 ,,	9 30 ,,
7 Thursday .....	11 30 ,,	11 0 ,,	23 Saturday .....	11 30 ,,	11 0 ,,
8 Friday .....	11 30 ,,	11 0 ,,	24 Sunday .....	Noon	Noon
9 Saturday .....	11 30 ,,	11 0 ,,	25 Monday .....	2 30 p.m.	12 30 p.m.
10 Sunday .....	Noon	Noon	26 Tuesday .....	2 30 ,,	1 0 ,,
11 Monday .....	Noon	Noon	27 Wednesday .....	2 30 ,,	2 0 ,,
12 Tuesday .....	2 30 p.m.	1 0 p.m.	28 Thursday .....	3 0 ,,	3 0 ,,
13 Wednesday .....	2 30 ,,	2 0 ,,	29 Friday .....	5 0 a.m. 5 30 p.m.	5 0 a.m. 4 0 p.m.
14 Thursday .....	2 30 ,,	4 0 ,,	30 Saturday .....	6 0 ,, 5 30 ,,	5 30 a.m. 4 30 p.m.
15 Friday .....	5 0 a.m. 3 30 p.m.	5 0 a.m. 4 0 p.m.			
16 Saturday .....	5 30 ,, 5 30 ,,	5 30 ,, 4 30 ,,			

Fares—between Folkestone and Boulogne,—Chief Cabin, 8s.; Fore Cabin, 6s.; Children, 4s.; Carriages, four-wheel, £2 2s.; two-wheel, £1 1s. Horses, £1 5s.; Dogs, 2s. 6d.

**DOVER AND CALAIS.**

1849. JUNE.	From Dover.	From Calais.	1849. JUNE.	From Dover.	From Calais.
1 Friday ..	7 0 a.m.	5 30 p.m.	11 Monday ..	Noon	2 30 p.m.
2 Saturday ..	7 0 ,,	6 30 ,,	12 Tuesday ..	12 30 p.m.	3 0 ,,
3 Sunday ..	7 0 ,,	7 0 ,,	13 Wednesday ..	1 30 ,,	4 0 ,,
4 Monday ..	10 30 ,,	8 0 p.m.	14 Thursday ..	5 30 a.m.	5 15 ,,
5 Tuesday ..	8 15 ,,	10 45 a.m.	15 Friday ..	6 30 ,,	5 15 ,,
6 Wednesday ..	8 30 ,,	Noon	16 Saturday ..	6 30 ,,	5 15 ,,
7 Thursday ..	9 15 ,,	Noon	17 Sunday ..	6 30 ,,	5 15 ,,
8 Friday ..	10 0 ,,	12 30 p.m.	18 Monday ..	7 30 ,,	6 15 ,,
9 Saturday ..	10 45 ,,	1 15 ,,	19 Tuesday ..	8 0 ,,	7 15 ,,
10 Sunday ..	11 15 ,,	1 45 ,,	20 Wednesday ..	8 0 ,,	8 20 ,,

FARES from Dover to Calais—Chief Cabin, 6s.; Fore Cabin, 4s.; Children, 3s.—Carriages, four-wheel, £2 2s.; two-wheel, £1 1s.; Horses, £1 5s.; Dogs, 2s. 6d.

Apply at the **SOUTH EASTERN RAILWAY OFFICES**, London Bridge, Tooley-street, and No. 40, Regent Circus, Piccadilly; or at any Station of the South Eastern Railway; to Lieut. ESSELL, R.M. at Folkestone; the Railway Terminus and Railway Company's Goods Office, Dover; and on board the Vessel in the respective Harbours.

**GOODS AND PARCELS**, both outwards and inwards, addressed to the care of the South Eastern Company's Agents at Folkestone, Boulogne, and Calais, will be received and forwarded with every despatch, at the Company's usual Charges.

**PASSENGERS** who wish to proceed direct to London on arrival, can do so, by leaving their key with the only authorized Agent of this Company, who will forward their Luggage to London Bridge Station at 1s. per package, and 6d. extra under 50lbs., and 8d. extra per package above that weight, if sent to the own residence in London.

Time Tables of the Railway & Steam Packets can be had at Boulogne, of Mr. BARNARD, No. 12, Quai des Paquebots, opposite the Harbour; at Calais, of Mr. Morley; at the principle Hotels; and on board the Company's Vessels in the Harbour.

The Time in the above Tables is London time.

Passports are not necessary to visit Boulogne or Calais. Passengers proceeding further can obtain Passports at either of those places; or, in London, at 6, Poland-street, and 9, Copthall-court, Copthall Buildings, at a charge of 5s. each.

**General Screw Steam Shipping Company,**  
2, ROYAL EXCHANGE BUILDINGS.

INCORPORATED BY ROYAL CHARTER.

**LONDON TO DUNKIRK.**

Direct from St. Katharine's Dock.—PASSENGERS WALK ON BOARD.

**CITY OF LONDON**.....Captain John Boxer.

From London.—Thursdays, 7th June, at 12 noon; 14th, 7 a.m.; 21st, 12 noon; 28th, 7 a.m.  
From Dunkirk.—Saturday, 2nd June, at 10 p.m.; Sunday, 10th, 1 a.m.; Sunday, 17th, 8 a.m.; Sunday, 24th, 1 a.m.,

Carrying Passengers and Merchandise. Passengers and Parcels booked to Lille and Paris.  
Brokers—In London, Mr. W. H. CAREY, 21, Mark Lane; and in Dunkirk, Mr. P. DEBAECKER.  
FARES.—Chief cabin, 10s.; Second cabin, 7s.; Children under 10 years of age, half price.—Messenger with despatches, £2 2s. extra fare; 4-wheeled Carriages, £3; 2-wheeled ditto, £1 10s.; Horses, 40s.; Dogs, 5s. each.

**LIVERPOOL TO MALTA AND CONSTANTINOPLE.**

The "SIR ROBERT PEEL," Capt. W. Watts, 16th of June.

**LONDON TO ROTTERDAM.**

The "CITY OF ROTTERDAM," every Saturday, from off the Tower.

**LONDON TO HARLINGEN.**

The "LORD J. RUSSELL," every Sunday, from off the Tower.

**RHINE STEAM NAVIGATION.**

(DUSSELDORF COMPANY.)

The only Company Navigating the Rhine between

**ROTTERDAM, COLOGNE, AND MANNHEIM.**

In direct connexion with the GENERAL STEAM NAVIGATION COMPANY from and to LONDON, via Rotterdam, Antwerp, or Ostend, and the GRAND DUCAL BADEN RAILWAY between Mannheim and Basle.

This Company possess the Fastest Steamers on the Rhine, fitted up in the most elegant manner, with every accommodation and convenience for the traveller, and propelled by low pressure Engines, made by those well-known Engineers, Messrs. Miller, Ravenhill, and Co., and Messrs. Maudslays, Field, and Co.

The Departures, as well as the Arrivals, at the principal Towns, and at the different places on the Rhine, visited by the Tourist for its splendid Scenery, are several times DAILY, and so arranged as to correspond at Trains, affording the opportunity of a continuous travelling, and of performing the distances in an unprecedented short time. Travellers can book direct via Rotterdam, Antwerp, or Ostend, and obtain bills containing Fare, and the Hours of Departures, as well as every other information.

In England.

In Holland and on the Rhine.

In Belgium.

In Frankfurt on the Main.

Paris.

In Baden.

LONDON, at the General Steam Navigation Company's Offices, 71, Lombard-street and 37, Regent Circus, Piccadilly; and of all the Agents of that establishment in the country and on the continent,—in the Monthly Bills, and in their useful, much-sought-after Yellow Book.

ROTTERDAM, of Mr. J. P. de Cock, and at all the Agents of the Lower and Middle Rhine Dusseldorf Company.

BRUSSELS, Mr. Wm. Middleton, 92, Montagne de la Cour. AIX-LA-CHAPELLE, Mr. Wengler, Library, next door to the Hotel, "The Grand Monarch."

Of Mr. Fletcher, of Messrs. Gogel, Koch, and Co., and of Mr. Krebs, Zell, opposite the Post Office.

Mr. F. Speirs, 9, Rue de la Paix.

MANNHEIM, Mr. Reichard, and at all the Offices at the Station of the Grand Ducal Baden Railway.



Day.	Sun rises.		Sun Sets.	Moon's Age.	High Water London Bridge.		Day.	Sun rises.		Sun Sets.	Moon's Age.	High Water London Bridge.		Day.	Sun rises.		Sun Sets.	Moon's Age.	High Water London Bridge.	
	Morn.	Aftern.			Morn.	Aftern.		Morn.	Aftern.			Morn.	Aftern.		Morn.	Aftern.				
1 F	h. m.	h. m.			h. m.	h. m.		h. m.	h. m.			h. m.	h. m.		h. m.	h. m.			h. m.	h. m.
2 S	3 51	8 5	10 2	10 47	11 19	12 T	3 45	8 14	21 2	5 53	6 13	22 F	3 45	8 18	1 9	2 56	3 20			
3 S	3 50	8 6	11 2	11 49	—	13 W	3 44	8 15	21 2	6 36	7 1	23 S	3 45	8 18	2 9	3 44	4 7			
4 M	3 49	8 7	12 2	0 15	0 37	14 Th	3 44	8 16	23 2	7 28	7 58	24 S	3 45	8 19	3 9	4 31	4 56			
5 T	3 48	8 8	13 2	0 58	1 20	15 F	3 44	8 16	24 2	8 32	9 5	25 M	3 46	8 19	4 9	5 23	5 47			
6 W	3 48	8 9	14 2	1 41	2 0	16 S	3 44	8 17	25 2	9 38	10 11	26 T	3 46	8 19	5 9	6 10	6 37			
7 T	3 47	8 10	15 2	2 18	2 36	17 S	3 44	8 17	26 2	10 42	11 15	27 W	3 47	8 19	6 9	7 2	7 29			
8 F	3 47	8 11	16 2	2 53	3 11	18 M	3 44	8 17	27 2	11 44	—	28 Th	3 47	8 19	7 9	7 57	8 25			
9 S	3 46	8 12	17 2	3 27	3 42	19 Tu	3 44	8 18	28 2	0 16	0 42	29 F	3 48	8 18	8 9	8 56	9 28			
10 S	3 46	8 12	18 2	3 57	4 15	20 W	3 44	8 18	—	1 8	1 34	30 S	3 48	8 18	9 9	10 1	10 29			
11 M	3 45	8 13	19 2	4 33	4 52	21 Th	3 44	8 18	0 9	2 2	2 29									
12 M	3 45	8 14	20 2	5 11	5 32															

The following List, showing the difference of Time between London and the principal Out-ports of the United Kingdom &c., is derived from Local Tide Tables, and the best books on Navigation.

United Kingdom & Colonies			Foreign Ports			Foreign Ports			Foreign Ports		
h. m.			h. m.			h. m.			h. m.		
Aberdeen	.....	subtract 0 55	Falmouth Harbour	....	add 3 9	Newport (Isle of Wight)	sub.	3 10	New Shoreham Harbour	sub.	2 17
Berwick	.....	add 0 12	Fleetwood	.....	sub. 2 53	Ostend	.....	add 3 56	Plymouth Dock Yard	....	add 3 26
Boulogne	.....	sub. 2 40	Folkstone	.....	sub. 3 7	Port Glasgow	.....	sub. 2 4	Port Patrick	.....	sub. 3 22
Brighton	.....	sub. 2 28	Greenock	.....	sub. 2 41	Ramsgate Harbour	.....	sub. 2 46	Scarborough	.....	add 2 9
Bristol	.....	add 5 10	Hartlepool	.....	add 1 24	Shoreham	.....	sub. 2 52	Southampton	.....	sub. 3 26
Calais	.....	sub. 2 36	Havre	.....	sub. 4 14	Sunderland	.....	add 0 46	Torbay	.....	add 3 54
Carmarthen Bay	.....	add 3 52	Holyhead Harbour	.....	sub. 3 42	Whitby	.....	add 1 24			
Cork Harbour (Cove)	.....	add 2 24	Hull	.....	add 3 54						
Cowes	.....	sub. 3 21	Ilfracombe	.....	add 3 39						
Dieppe	.....	sub. 2 59	Kingstown Harbour	.....	sub. 2 54						
Douglas Harbour, Isle of	.....	sub. 2 56	Leith	.....	sub. 0 16						
Man.	.....	sub. 2 56	Lerwick Harbour	.....	sub. 4 6						
Dover Harbour	.....	sub. 2 56	Liverpool	.....	sub. 2 44						
Dublin	.....	sub. 2 54	Margate	.....	sub. 2 2						
Dundee	.....	add 0 29	Milford Haven, entrance	add	3 39						

EXPLANATION.—To find the time of High Water at the above Places, it will be necessary to add or subtract the numbers in the above Table, according to the directions here given, to or from the time of High Water at London.

JUNE, 1840.

## ENGLISH AND BELGIAN GOVERNMENT NEW FAST STEAMERS

### BETWEEN DOVER AND OSTEND,

Conveying the Prussian and Hamburg Mails, and commanded by Officers of the Royal Navy. The SHORTEST & MOST AGREEABLE ROUTE as regards Customs, Passports, change of Carriages, &c.

**FARES, 1st Class 15s., 2nd Class 10s.; Children, 7s. 6d. and 5s.**

N.B.—Tickets purchased of Agents or Couriers are available at all times.

### PERFORMING THE VOYAGE IN ABOUT 4 HOURS!!

A Steamer leaves **OSTEND**, every night, between 10 30 and 2 a.m.  
" " **DOVER**, " " 11 15 and 2 a.m.

NOTE.—Due Notice will be given to Travellers, on their arrival at each Port, of the exact moment of Departure, without change of Carriage.

A commodious Waiting Room is opened at Ostend, close to the spot the Steamers start from and arrive at, with refreshments at very moderate prices. English newspapers seen gratis. Passports and Luggage are examined in the same building, immediately on arrival.

### ROUTES FROM ENGLAND TO BELGIUM, THE RHINE, AND GERMANY.

ROUTE 1.—LONDON TO BRUSSELS OR ANTWERP.—Leave London for Dover at 8 30 p.m., arrive at Antwerp and Brussels at 11, embark between the hours of 11 15 and 2 a.m., arriving in Ostend in time for the 7 30 a.m. train, or in case of delay by the special fast-train at 8 30, which reaches Brussels or Antwerp at 11 15, without change of carriage.—Time, 15 hours.

[See next page.]

NOTE.—There are also two later trains from Ostend, viz., at 12 20 and 4 15 p.m., arriving respectively at 5 10 and 9 evening.—These trains proceed the same night as far as Verviers in the direction of Germany.—The 4 15 train corresponds at Bruges, via Courtrai, and at Ghent with the night train for Lille, Douai, Amiens, and Paris, arriving at 5 1/2 a.m.

ROUTE 2.—LONDON TO COLOGNE.—Same route as No. 1 as far as Malines (arrive there at 11 15 a.m.), and at Cologne at 8 30 the same evening.—Time 24 hours.

NOTE.—The Cologne Company's Rhine Steamers correspond with the Trains from Ostend.

ROUTE 3.—LONDON, BERLIN, VIENNA, AND TRIESTE.—Same Route as No. 2 as far as Cologne. Leave there at 10 the same evening, arrive in Berlin at 9 30 the next evening.—Leave Berlin the same evening at 11 30, reach Breslau at 11 45 the next morn., and Vienna at 8 a.m. the following day.—Leave Vienna at 7 the same evening, and reach Trieste in the evening of the second day.—Time, London to Berlin, 48 hours; to Vienna, 68 hours; to Trieste, 104 hours.

ROUTE 4.—LONDON TO BREMEN & HAMBURG.—Same route as No. 2 as far as Cologne. Leave Cologne at 10 the same evening, reach Bremen at 5 the next afternoon.—Time 44 hours.

### ROUTES FROM GERMANY, THE RHINE, AND BELGIUM TO ENGLAND.

ROUTE 1.—BRUSSELS TO LONDON.—Leave Brussels for Ostend at 6 30 p.m., Malines at 7 5 p.m., reach Ostend at 10 25 p.m., without change of carriage; embark between 10 30 p.m. and 2 a.m., arriving in Dover in time for the 8 a.m. Exp. Train, which reaches London at 10 30 a.m.

ROUTE 2.—COLOGNE AND THE RHINE TO LONDON.—Leave Cologne at 10 15 a.m., arrive at Malines at 6 40 p.m. From Malines the Route to London is the same as No. 1.—Time 24 hours.

NOTE.—The Cologne Company's Rhine Steamers also correspond with the Trains for Ostend.

ROUTE 3.—BERLIN TO LONDON.—Leave Berlin at 5 30 a.m., reach Cologne at 8 10 next evening. From Cologne to London, same route as No. 1 and No. 2.—Time 48 hours.

ROUTE 4.—HAMBURG TO LONDON.—Leave Hamburg at 9 20 a.m., reach Minden at 8 40 p.m., leave Minden at 12 15 noon next day, reach Cologne at 8 10 p.m. From Cologne next morning, at 10 1/2, from thence same route as No. 2.

☞ No Passports or Permits to embark are required on leaving Ostend.

IN ENGLAND.—For Time Bills and information apply to JAS. NORRIS, at the Dover, Ostend, and Cologne Company's Steam Packet Office, 450 A, West Strand; at the Passport Office, Belgian Legation, 9 A, Weymouth-street, Portland Place; the Belgian Consulate, 3, Cophthall Buildings, City; John Hayward, jun., Esq., Dover, and all the Hotels; to Sanderson & Co., Liverpool; Kemp & Co., Fleetwood; and at all the Belgian Consulates in the United Kingdom.

IN BELGIUM.—to John Piddington, General Agent, 74, Montagne de la Cour, Brussels; Ostend, to Louis Carbon, Exchange Office, 15, Groot-straat; at Antwerp, to L. Uytendaele, Changeur, Place de Meir, 1892; at Bruges, to J. Molant, 2, Rue des Pierres; at Ghent, to B. Kuyers, 18, Quai au Blé.

IN PARIS.—to Panis and Martin, General Railway, and Steam Navigation Office, 12, Place de la Bourse, and at Galignani's.

ON THE RHINE.—to all the Agents, and on board all the boats of the Cologne Rhine Navigation Co.

AT COLOGNE.—to F. C. Eisen, bookseller, 2, Fred. Willem-street.

AT BERLIN.—to Schneider and Co., booksellers; at HAMBURG, to Perthes and Co., Booksellers.

To the British Consular Agents in all the principal towns in Europe.

## Sailings of HER MAJESTY'S MAIL PACKETS

FROM HOME STATIONS.

Donaghadee to Portpatrick.—The Pike or Asp, every day at 12 1/2 p.m. Cabin 5s.; Children 2s. 6d.

Portpatrick to Donaghadee.—The Pike or Asp, as soon after 8 40 a.m. as the Mail shall be received on board. Cabin 5s.; Children 2s. 6d.

Kingstown to Holyhead.—The St. Columba, Banshee, Caradoc, or Llewellyn, daily, at 11 5 a.m. (Dublin time). N.B.—These Packets will commence conveying the day mail on the 20th June, leaving at 6 1/2 p.m. Fares—cabin 11s.; Children under 10 years, 5s. 6d.; servants 6s.; deck 6s.; children 3s.

Steward's fee, —; 4-wheeled carriages, 25s.; 2-wheeled, 12s. 6d.; Horse, 13s.; Dog, 1s. 6d.

Holyhead to Kingstown.—The St. Columba, Banshee, Caradoc, or Llewellyn, daily, at 7 5 a.m., or as soon after as the mails can be put on board.—N.B. These Packets will commence conveying the day mail on the 20th June, leaving at 7 53 p.m.—Fares: Cabin, 11s.; Children under ten years, 5s. 6d.; Servants, 6s.; Deck, 6s.; children, 3s. Steward's fee, —; 4-wheeled carriage, 25s.; 2-wheeled, 12s. 6d.; Horse, 13s.; Dog, 1s. 6d.

Dover to Calais.—The Garland, Onyx, Undine, Violet, or Princess Alice, daily (Sundays excepted), at 11 p.m.—Fares, 1st class, 8s.; 2nd, 6s. Children belonging to either 1st or 2nd class passengers half fare; servants charged 2nd class. Carriages, 4 wheels, £2 2s.; 2 wheels, £1 1s.; horses, £1 5s.

Dover to Ostend.—The British and Belgian Government Steamers, daily, between 11 1/2 p.m. and 2 a.m., conveying the Prussian and Hamburg mails.—Fares—15s. and 10s.; children and servants half price. Carriages, 4 wheels, £3 3s.; ditto 2 wheels, £1 1s. 6d.; horses, £1 11s. 6d.—See page 124.

Southampton to Guernsey and Jersey.—Every Monday, Wednesday, and Friday, at 11 1/2 p.m., after the arrival of the London night mail train. Fares:—21s. and 14s.; stewards' fees, 2s. and 1s.



# Alphabetical List of the Sailing of Steamers.

## ENGLAND AND WALES.

**Bangor, Beaumaris, and Carnarvon to Liverpool**—The Prince of Wales—every Monday, Wednesday, and Friday at 10 a.m.

**Bardsea to Fleetwood**—See page 120.

**Bardsea to Liverpool**—See page 120.

**Barrow to Fleetwood**—The Helvellyn, June 1st, 9 30 a.m.; 2nd, 10 30 a.m.; 4th, 11 30 a.m.; 5th, 12 30 p.m.; 6th, 1 p.m.; 7th, 1 30 p.m.; 8th, 2 p.m.; 9th, 2 30 p.m.; 11th, 3 30 p.m.; 12th, 3 30 p.m.; 13th, 3 p.m.; 14th, 3 p.m.; 15th, 7 p.m.; 16th, 8 p.m.; 18th, 10 a.m.; 19th, 11 30 a.m.; 20th, 12 30 p.m.; 21st, 1 p.m.; 22nd, 1 30 p.m.; 23rd, 2 30 p.m.; 25th, 3 30 p.m.; 26th, 3 30 p.m.; 27th, 3 30 p.m.; 28th, 3 30 p.m.; 29th, 7 p.m.; 30th, 9 30 a.m.

**Barton to Hessle**—Week-days, at 7½ and 10½ a.m.; 1, 4, and 5½ p.m. On Sundays, at 7 and 10 a.m., & 4½ p.m.

**Barton to Hull**—Week days, at 9 and 1½ a.m.; 2 and 7 p.m. Sundays, at 9½ a.m. and 6 p.m.

**Berwick to London**—A Clipper Schooner every Saturday at high water.

**Brighton and Dieppe (Newhaven)**—The Magician—June 2nd, 1½ a.m.; 5th, 1½ p.m.; 7th, 2½ p.m.; 9th, 4 p.m.; 12th, 1½ a.m.; 14th, 1 p.m.; 16th, 3 p.m.; 19th, 12½ p.m.; 21st, 2 p.m.; 23rd, 3½ p.m.; 26th, 12½ p.m.; 28th, 1½ p.m.; 30th, 10 a.m.

**Bristol to Cardiff**—The Prince of Wales, or Star—June 1st, 2½ p.m.; 2nd, 3½ p.m.; 4th, 4½ p.m.; 5th, 5½ p.m.; 6th, 6 p.m.; 7th, 6½ a.m.; 8th, 6½ a.m.; 9th, 7½ a.m.; 11th, 8½ a.m.; 12th, 9 a.m.; 13th, 10 a.m.; 14th, 11 a.m.; 15th, 12 noon; 16th, 1½ p.m.; 18th, 3½ p.m.; 19th, 4½ p.m.; 20th, 5½ p.m.; 21st, 6 p.m.; 22nd, 6½ a.m.; 23rd, 7½ a.m.; 25th, 9½ a.m.; 26th, 9½ a.m.; 27th, 10½ a.m.; 28th, 11½ a.m.; 29th, 12½ p.m.; 30th, 1½ p.m.

**Bristol to Carmarthen**—The Talbot, calling at Tenby—Average passage to Carmarthen, 10 hours—June 1st, 3 p.m.; 5th, 6 p.m.; 13th, 10½ a.m.; 19th, 5 a.m.; 26th, 10 a.m.—Fares to Carmarthen, 12s. 6d. and 6s.; Children under twelve, 6s. and 4s.; Servants, 7s. 6d.—From Tenby to Carmarthen, 3s. and 2s.—The Phoenix—June 1st, 2 p.m.; 6th, 6 a.m.; 9th, 7½ a.m.; 13th, 10 a.m.; 18th, 3 p.m.; 21st, 6 a.m.; 25th, 9 p.m.; 29th, 12 noon.

**Bristol to Cork**—The Juvena, or Sabrina—June 2nd, 3 p.m.; 6th, 5 p.m.; 9th, 7½ a.m.; 13th, 10 a.m.; 16th, 1 p.m.; 20th, 4 p.m.; 23rd, 7½ a.m.; 27th, 11 a.m.; 30th, 1½ p.m.—Fares, £1 12s. 6d. and 10s.

**Bristol to Dublin**—Shamrock—Average passage 24 hours—June 1st, 2½ p.m.; 8th, 7 a.m.; 15th, 12 noon; 22nd, 7 a.m.; 29th, 12½ p.m.—Fares, £1 5s. and 10s.

**Bristol to Hayle**—The Brilliant—Average passage 15 hours—June 4th, 5 p.m.; 11th, 8½ p.m.; 18th, 3½ p.m.; 25th, 9 p.m. The Cornwall—June 1st, 2½ p.m.; 8th, 7 p.m.; 15th, 12 noon; 22nd, 7 p.m.; 29th, 12 noon.—The Express—(direct) June 5th, 4½ p.m.; 19th, 4 p.m.

**Bristol to Ifracombe**—The Lord Beresford—June 1st, 2 a.m.; 4th, 3 a.m.; 8th, 5 a.m.; 11th, 6½ a.m.; 15th, 1½ a.m.; 18th, 3 a.m.; 22nd, 4½ a.m.; 25th, 6½ a.m.; 29th, 12 noon.

**Bristol to Liverpool**—from Cumberland Basin—The Troubadour, calling at Swansea—June 5th, 6 a.m.; 12th, 9½ a.m.; 19th, 5 p.m.; 26th, 10 a.m.—Fares to Liverpool, 17s. 6d. and 5s.

**Bristol to Milford, Pater, & Haverfordwest**—The Osprey—June 5th, 5½ a.m.; 12th, 9 a.m.; 19th, 4 p.m.; 26th, 10 a.m.

**Bristol to Neath**—from Bathurst Basin—June 2nd, 3½ a.m.; 6th, 6½ a.m.; 9th, 8 a.m.; 12th, 10 p.m.; 16th, 1½ a.m.; 20th, 6 a.m.; 23rd, 8½ a.m.; 26th, 11 p.m.; 30th, 2 a.m.—Fares, 7s. 6d. and 4s.

**Bristol to Newport**—The Avon, or Severn—Average passage, under 2 hours—June 1st, 2½ p.m.; 2nd, 3½ p.m.; 4th, 5 a.m.; 5th, 5½ a.m.; 6th, 6 a.m.; 7th, 6½ a.m.; 8th, 7 a.m.; 9th, 7½ a.m.; 11th, 8½ a.m.; 12th, 9 a.m.; 13th, 10 a.m.; 14th, 12 noon; 15th, 1 p.m.; 16th, 2 p.m.; 18th, 3½ p.m.; 19th, 4½ p.m.; 20th, 5 a.m. and 5 p.m.; 21st, 6 a.m. and 6 p.m.; 22nd, 6½ a.m.; 23rd, 7½ a.m.; 25th, 9 a.m.; 26th, 9½ a.m.; 27th, 10½ a.m.; 28th, 11½ a.m.; 29th, 12½ p.m.; 30th, 1½ p.m.—Fares, 3s. and 1s. 6d.; to and from the same day, 4s. and 2s.

The Bristol General Steam Navigation Co.'s Steamers—Swift, or Usk—June 1st, 2 p.m.; 2nd, 3 p.m.; 4th, 5 a.m.; 5th, 5½ a.m. and 5½ p.m.; 6th, 6 a.m. and 6 p.m.; 7th, 6½ a.m. and 6 p.m.; 8th, 7 a.m. and 6½ p.m.; 9th, 7½ a.m.; 11th, 8½ a.m.; 12th, 9 a.m.; 13th, 10 a.m.; 14th, 11 a.m.; 15th, 12 noon; 16th, 1 p.m.; 18th, 3 p.m.; 19th, 3½ p.m.; 20th, 5½ a.m. and 5 p.m.; 21st, 6½ a.m. and 6 p.m.; 22nd, 7 a.m. and 6½ p.m.; 23rd, 8 a.m.; 25th, 9 a.m.; 26th, 10 a.m.; 27th, 10½ a.m.; 28th, 11½ a.m.; 29th, 12½ a.m.; 30th, 1 p.m.

**Bristol to Padstow and Hayle**—The Express—June 12th, 9½ a.m.; 26th, 10 a.m.

**Bristol to Port Talbot**—The Talbot, from Bathurst Basin, calling at Mumbles—Average passage, 4½ hours—June 9th, 8 p.m.; 22nd, 7 a.m.; 30th, 2 p.m.—Fares, 7s. 6d. and 4s.; Children under 12, half-price.

**Bristol to Swansea**—The Lord Beresford, or County—June 1st, 2½ a.m.; 2nd, 4 a.m.; 5th, 5½ a.m.; 6th, 6 a.m.; 7th, 7 a.m.; 8th, 7 a.m.; 9th, 8½ a.m.; 12th, 9½ a.m.; 13th, 10 a.m.; 14th, 11 a.m.; 15th, 1 p.m.; 16th, 1½ p.m.; 19th, 4½ a.m.; 20th, 5 a.m.; 21st, 7 a.m.; 22nd, 7 a.m.; 23rd, 8½ a.m.; 26th, 10 a.m.; 27th, 10½ a.m.; 28th, 1 a.m.; 29th, 1 a.m.; 30th, 2 a.m.

**Bristol to Tenby**—The Talbot, from Bathurst Basin—Average passage, 8 hours—June 1st, 3 p.m.; 5th, 6 p.m.; 13th, 10½ a.m.; 19th, 5 a.m.; 26th, 10 a.m.—Fares, 12s. 6d. and 6s.—The Osprey and Phoenix—June 1st, 2 p.m.; 5th, 5½ a.m.; 6th, 6 a.m.; 12th, 9 a.m.; 13th, 10 a.m.; 19th, 4 p.m.; 21st, 6 a.m.; 26th, 10 a.m.; 29th, 12 noon.

**Bristol to Waterford**—Victory, Rose, or Torridge—June 1st, 2½ p.m.; 5th, 5 p.m.; 8th, 7 a.m.; 12th, 9 a.m.; 15th, 12 noon; 19th, 4 p.m.; 22nd, 7 a.m.; 26th, 10 a.m.; 29th, 12½ p.m.

**Cardiff to Bristol**—Prince of Wales, or Star—June 1st, 12½ p.m.; 2nd, 1½ p.m.; 4th, 3 p.m.; 5th, 3½ p.m.; 6th, 4½ p.m.; 7th, 4½ p.m.; 8th, 5½ p.m.; 9th, 5½ a.m.; 11th, 6½ a.m.; 12th, 7½ a.m.; 13th, 8½ a.m.; 14th, 9½ a.m.; 15th, 10½ a.m.; 16th, 11½ a.m.; 18th, 1½ p.m.; 19th, 3 p.m.; 20th, 3½ p.m.; 21st, 4½ p.m.; 22nd, 5½ p.m.; 23rd, 5½ a.m.; 25th, 7½ a.m.; 26th, 8 a.m.; 27th, 8½ a.m.; 28th, 10 a.m.; 29th, 10½ a.m.; 30th, 11½ a.m.

**Carmarthen to Bristol**—The Talbot, calling at Tenby—Average passage to Bristol, 10 hours—June 4th, 4½ a.m.; 8th, 6 a.m.; 15th, 12 noon; 20th, 4½ a.m.; 28th, 11 a.m.—Fares to Bristol, 12s. 6d. and 6s.; Children under 12, 6s. and 4s.; Servants 7s. 6d.; to Tenby 3s. and 2s. The Phoenix—June 4th, 4 a.m.; 11th, 7½ a.m.; 15th, 11 a.m.; 19th, 3½ p.m.; 22nd, 6 a.m.; 27th, 10 a.m.

**Cowes, Isle of Wight, to Portsmouth**—Week days, at 6½ and 10 a.m.; 12 noon; 3½ and 6½ p.m. Sundays, at 10 a.m. and 3½ p.m.

**Cowes, Isle of Wight, to Ryde**—Week days, at 10 a.m.; 12 noon; 3½ and 6½ p.m. Sundays, at 10 a.m. and 3½ p.m.

**Cowes, Isle of Wight to Southampton**—Week days, at 8½ and 10 40 a.m.; 12 noon; 3½, 6½, and 8½ p.m. Sundays at 7 20 and 10 20 a.m.; 3½ and 8½ p.m.

**Deal to Ramsgate**—Daily (Sunday excepted) Fares 1s. 6d.

**Douglas, Isle of Man, to Dublin**—The Whitehaven Steam Navigation Company's Steamers—June 2nd, 6 a.m.; 8th, 8 p.m.; 16th, 6 a.m.; 22nd, 9 p.m.—Fares, 10s. 6d. and 5s.

**Douglas, Isle of Man, to Fleetwood**—See page 120.

**Douglas, Isle of Man, to Liverpool**—The King Orry, Ben-my-Chree, Tynwald, or Mona's Isle—From 1st to 18th June every Tuesday, Thursday, and Saturday, at 9 a.m.; from 18th to the end of the month, daily (Sundays excepted) at 9 a.m. Fares, 7s. and 3s.

**Douglas, Isle of Man, to Whitehaven**—The Whitehaven Steam Navigation Company's Steamers—June 4th, 12th, 19th, 11th, 18th, 11 p.m.; 25th, 10 p.m.—Fares, 8s. and 4s.

**Dover to Boulogne**—Her Majesty's Mail Packets, see page 125.

**Dover to Calais**—June 1st, 2nd, and 3rd, 7 a.m.; 4th, 10½ a.m.; 5th, 8½ a.m.; 6th, 8½ a.m.; 7th, 9½ a.m.; 8th, 10 a.m.; 9th, 10½ a.m.; 10th, 11½ a.m.; 11th, 12 noon; 12th, 12½ p.m.; 13th, 1½ p.m.; 14th, 5½ a.m.; 15th, 16th, and 17th, 6½ a.m.; 18th, 7½ a.m.; 19th and 20th, 8 a.m.; 21st, 9 a.m.; 22nd, 9 a.m.; 23rd, 10 a.m.; 24th, 11½ a.m.; 25th, 12½ p.m.; 26th, 1½ p.m.; 27th, 5½ a.m.; 28th and 29th, 6 p.m.; 30th, 6½ p.m.—Fares, 6s. and 4s.; Children, 3s. French Government Packet daily (Sundays excepted) at 2 p.m.—For Her Majesty's Mail Packets, see page 125.

**Dover to Ostend**—The English and Belgian New Mail Steamers—Average passage 4 hours—Daily, between 1½ p.m. and 2 a.m. Fares, 15s. and 10s. Children 7s. 6d. and 5s. For Her Majesty's Mail Packets, see pages 124 and 125.

**Dover to Ramsgate**—Daily (Sundays excepted). Fare 2s. 6d.

**East Cowes to Southampton**—At 8 35 and 11 50 a.m.; 3 35 and 6 p.m.

**Falmouth to Dublin**—Every Monday and Friday—See page 114.

**Falmouth to Plymouth**—The Sir Francis Drake—Every Monday & Thursday, at 7 a.m. See page 117.

**Falmouth to Plymouth, Southampton, and London**—Every Monday & Fri.—See page 114.

**Falmouth to Rio Janeiro**—Her Majesty's Mail sailing Packets Swift, Penguin, Peterel, Sea Gull, Crane, and Express, sail alternately on the 6th of each month, (except when the 4th falls on Sunday, then on the 7th). From August to January inclusive, calling at Pernambuco & Bahia on her outward passage, and the other six months on her homeward.

**Fleetwood to Bardsea**—See page 120.



**Fleetwood to Barrow**—The Helvellyn—June 1st, 6 a.m.; 2nd, 8½ a.m.; 4th, 5th, 6th, 7th, 8th, and 9th, 9 a.m.; 11th, 10½ a.m.; 12th, 11 a.m.; 13th, 11½ a.m.; 14th, 12½ p.m.; 15th, 2¼ a.m.; 16th, 3¼ p.m.; 18th, 8½ a.m.; 19th, 20th, 21st, 22nd, and 23rd, 9 a.m.; 25th, 10½ a.m.; 26th, 11½ a.m.; 27th, 12½ p.m.; 28th, 1½ p.m.; 29th, 2¼ p.m.; 30th, 6 a.m.

**Fleetwood to Belfast**—See page 120.

**Fleetwood to Douglas, Isle of Man**—See page 120.

**Fleetwood to Glasgow, via Troon**—See page 120.

**Fleetwood to Londonderry**—See page 120.

**Folkestone to Boulogne**—The South Eastern and Continental Co.'s Steam Ships—Average passage 2 hours—June 1st, at 6 a.m. and 5½ p.m.; 2nd, 6 a.m. and 7½ p.m.; 3rd, 6½ a.m.; 4th, 7½ a.m. and 7½ p.m.; 5th, 8 a.m. and 8½ p.m.; 6th, 9½ a.m.; 7th, 8th, and 9th, 11½ a.m.; 10th and 11th 12 noon; 12th, 13th, and 14th, 2½ a.m.; 15th, 5 a.m. and 3½ p.m.; 16th, 5½ a.m. and 5½ p.m.; 17th, 6¼ a.m.; 18th, 6½ a.m. and 7½ p.m.; 19th, 7½ p.m.; 20th, 8 a.m.; 21st, 9 a.m.; 22nd and 23rd, 11½ a.m.; 24th, 12 noon; 25th, 26th, and 27th, 2¼ p.m.; 28th, 3 p.m.; 29th, 5 a.m. and 5½ p.m.; 30th, 6 a.m. and 5½ p.m.—Fares, 8s. and 6s., Children, 4s.

**Gainsborough to Hull**—The Gainsborough Steam Packet Co.'s vessels—daily, at 8½ a.m.—The Hull Steam Packet Co.'s vessels almost daily

**Gloucester to Swansea**—The Henry Southan—Average passage 14 hours—June 5th, 2½ a.m.; 7th, 3½ p.m.; 11th, 5½ p.m.; 14th, 7 p.m.; 19th, 1 a.m.; 21st, 3½ p.m.; 26th, 6 a.m.; 28th, 8½ p.m.—Fares, 8s. and 4s.

**Goole to Hull**—Almost daily.

**Goole to Rotterdam**—The Norfolk—Every Saturday, calling at Hull. Fares, £1 12s. 6d. and 15s.; Out and home, (first cabin,) £2 10s.

**Gosport to Ryde, Isle of Wight**—Week days, at 8½, 9 50, 10 50, and 11 50 a.m.; 1½, 2½, 5½, and 6 35 p.m. Sundays, at 8 a.m., 3, and 5 p.m.

**Graville to Jersey**—The South Western—June 6th, 14th, 20th, and 28th.—Fares, 7s. 6d. & 5s.

**Gravesend to London**—from Town Pier—The Sons of the Thames Steam Packet Co.'s Steamers—Daily at 11 a.m., 5½ and 6 20 p.m. Fares, 1s. and 1s. 4d. The Diamond Co.'s Steamers—calling at Erith—Week Days, at 7½ and 9 a.m.; 2, 4½, 6, and 7 p.m. Sundays, at 7½ and 9 a.m., 4½, 6, 7, and 7½ p.m.—Fares to London, 1s. 4d. and 1s.

**Grimsby to Hull**—daily, about two hours before high water.

**Harwich to Ipswich**—The River Queen—Daily.

**Haverfordwest to Bristol**—The Osprey—June 1st, 2 p.m.; 8th, 7 a.m.; 15th, 11 a.m.; 22nd, 7 a.m.; 29th, 12 noon.

**Hayle to Bristol**—The Brilliant—Average passage 15 hours—June 3rd, 7 p.m.; 14th, 8½ p.m.; 21st, 3 p.m.; 27th, 9 p.m. The Cornwall—June 5th, 2 p.m.; 12th, 7 p.m.; 19th, 1½ p.m.; 26th, 7 p.m. The Express—June 1st, 12 noon; 8th, 3 p.m.; 15th, 10 a.m.; 22nd, 4 p.m.; 29th, 9½ a.m.

**Herne Bay to London**—The City of Canterbury, or Herne, on and after the 11th of June, daily, (Sundays excepted) at 11½ a.m. An Extra Packet on Mondays at 7½ a.m. Average passage 5 hours.

**Hessle to Barton**—Week days, at 8 50 and 11½ a.m., 2¼, 4½, and 6½ p.m. Sundays at 8 and 11 a.m., and 6½ p.m.

**Holyhead to Dublin**—The Chester and Holyhead Railway Co.'s Steamers, Anglia, Cambria, Scotia, and Hibernia, in connexion with the express train which leaves London at 9 a.m., arriving at Kingstown about 10½ p.m.—Fares, 11s. and 8s. See page 39. For her Majesty's Mail Packets, see page 125.

**Holyhead to Liverpool**—The Windermere—calling at Amlwch, and Cemaes Bay.—June 6th and 11th, 6 a.m.; 15th, 8 a.m.; 20th and 25th, a.m.; 29th, 8 a.m. Fares, to Liverpool, 5s. 6d. and 8s. 6d.; Amlwch, 2s. 6d. and 1s. 6d.

**Hull to Aberdeen**—A fast-sailing Clipper Schooner every Wednesday.

**Hull to Antwerp**—The Albatross—Every Wednesday, soon after 3 p.m. Fares, 21s. and 12s. 6d. The Hull Steam Packet Co.'s vessels—every Saturday evening.—Fares, 21s. and 12s. 6d.

**Hull to Barton**—Week days at 7½ and 10½ a.m., 12½ and 4 p.m. Sundays at 8½ a.m. and 3 p.m.

**Hull to Bremen**—The Hull Steam Packet Company's vessels—Every alternate Saturday evening, when the Weser (which is at present blockaded) is open.

**Hull to Brigg**—Daily (Sundays excepted,) at 3 p.m.

**Hull to Copenhagen and St. Petersburg**—The Hull Steam Packet Co.'s steamers once or twice a month during the season. The City of Aberdeen, or Helen Mac Gregor—the first week in June.

**Hull to Edinburgh (Leith)**—The Brilliant—Average passage 22 hours—June 6th, 5 p.m.; 13th, 1 p.m.; 20th, 4 p.m.; 27th, 1 p.m. Fares, 14s. 6d. and 7s. 6d.; there and back, returning with fortnight, 20s. and 10s.

**Hull to Gainsborough**—From the Humber Dock Basin—The Gainsborough Steam Packet Company's Vessels—June 1st, 12½ a.m.; 2nd, 1½ a.m.; 4th, 2½ p.m.; 5th, 3 p.m.; 6th, 3½ p.m.; 7th, 5 a.m.; 8th, 5½ a.m.; 9th, 6 a.m.; 11th, 7 a.m.; 12th, 7½ a.m.; 13th, 8 a.m.; 14th, 9 a.m.; 15th, 10 a.m.; 16th, 11 a.m.; 18th, 1½ p.m.; 19th, 2½ p.m.; 20th, 3 p.m.; 21st, 4 p.m.; 22nd, 5½ a.m.; 23rd, 6 a.m.; 25th, 7 a.m.; 26th, 7½ a.m.; 27th, 8½ a.m.; 28th, 9½ a.m.; 29th, 10½ a.m.; 30th, 11½ a.m. The Hull Steam Packet Co.'s Steamers almost daily.

**Hull to Goole**—The Hull Steam Packet Co.'s steamers almost daily.

**Hull to Grimsby**—daily, from a quarter to half an hour before high water.

**Hull to Hamburg**—The Hull Steam Packet Co.'s vessels twice or thrice a week. Gee and Co.'s steamers as usual, immediately the blockade ceases. The Leipzig, every Tuesday evening, in case the blockade should be raised.

**Hull to Ipswich**—The Jupiter, from the Humber Dock—Every Tuesday. Average passage 20 hours.—Fares 10s. 6d. and 6s.

**Hull to London**—The General Steam Navigation Company's Steamers Waterwitch, or Vivid—every Tuesday and Saturday, at 1 p.m.—Fares, 17s. 6d. and 10s. The Hull Steam Packet Company's Steamers—every Monday, Wednesday, and Friday, at 1 p.m. Fares very low.

**Hull to Lynn**—The Lord Nelson, from Black Friargate Staithway—Average passage 10 hours—June 5th, 7 p.m.; 12th, 11 p.m.; 19th, 7 p.m.; 26th, 11 p.m. Fares, 7s. 6d. and 4s.

**Hull to Newcastle**—The Neptune—Every Wednesday at 7 a.m. Fares, 4s. and 2s.

**Hull to New Holland**—Week days, 6, 6 40, 8½, 9½, and 10½ a.m.; 12 noon; 1, 2½, 3½, 5½, and 7 p.m. Sundays—8½ and 10½ a.m.; 1, 5½, and 7 p.m.

**Hull to Rotterdam**—The Sea Gull—Every Wednesday, as soon after 3½ p.m. as the tide permits. Fares, £1 12s. 6d. and 15s. Out and Home (1st cabin) £2 10s.

**Hull to Thorne**—Daily, (Sundays excepted) about 3 hours before high water.

**Hull to Whitby and Newcastle**—The Strenshall—Every Sunday, according to tide.

**Hull to Wisbeach**—The Forager—average passage 12 hours—every Friday afternoon. Fares, 7s. 6d. and 4s.

**Hull to Yarmouth**—The Hull Steam Packet Co.'s Vessels every Wednesday.—Other Vessels on Fridays Fares 8s. and 5s.

**Ilfracombe to Bristol**—The Lord Beresford—June 1st, 6 a.m.; 4th, 2 p.m.; 8th, 3 p.m.; 11th, 5½ p.m.; 15th, 3 p.m.; 18th, 7 a.m.; 22nd, 3 p.m.; 25th, 5½ p.m.; 29th, 4 p.m.

**Ilfracombe to Swansea**—The Beresford County or Bristol—June 1st, 6 a.m.; 4th, 2 p.m.; 6th, 2½ p.m.; 8th, 3 p.m.; 11th, 5½ p.m.; 13th, 1 p.m.; 15th, 3 p.m.; 18th, 7 a.m.; 20th, 2 p.m.; 22nd, 3 p.m.; 25th, 5½ p.m.; 27th, 1 p.m.; 29th, 4 p.m.

**Ipswich to Harwich**—The River Queen—Daily.

**Ipswich to Hull**—The Jupiter, from the Steam Wharf—every Friday.—Average passage, 20 hours Fares, 10s. 6d. & 6s.

**Ipswich to London**—The Orwell—Every Monday Wednesday and Friday, at 9½ a.m.—Fares: Saloon, 4s., children, 2s. Fore Cabin, 2s. 6d., children, 1s. 6d.

**Jersey to Granville**—The South Western—Every Wednesday.—Fares, 7s. 6d. and 5s.

**Jersey and Guernsey to Southampton**—From Jersey every Monday, Wednesday, and Friday, at 8 a.m. Fares, 21s. and 14s.; Steward's fee, 2s. and 1s.

**Jersey and Guernsey to Plymouth**—The Sir Francis Drake—Every Friday, leaving Jersey at noon, and Guernsey at 5 p.m. See page 121.

**Jersey and Guernsey to Torquay and Plymouth**—The Brunswick—every Tuesday, leaving Jersey at 12 noon, and Guernsey at 5 p.m.

**Jersey to St. Malo**—The South Western—Every Monday and Friday according to tide.—Fares, 7s. 6d. and 5s.

**Lancaster to Liverpool**—The Duchess of Lancaster—June 2nd, 9 a.m.; 7th, 11½ a.m.; 12th, 3 p.m.; 20th, 10 a.m.; 23rd, 12 noon; 28th, 5½ p.m. Fares, 3s. and 2s. The Kendal Castle Schooner, from Glasson Dock, once a week.

**Liverpool to America**—

The Mail Steamers—Every Saturday, for Boston and New York alternately. Fares, including provisions, but without Wines or Liquors, which can be obtained on board, £35.

**New York**—The Steamer Sarah Sands, June 4th.—Cabin passage, including provisions, but without wines or liquors, £25. Sailing Vessels—June 1st, Yorkshire; 6th, Liverpool; 11th, Siddons; 16th, Columbia; 21st, Partrick Henry; 26th, Waterloo. The Black Star Line of Packets weekly.



**Liverpool to Annan** (calling of Whitehaven) thence by rail or canal to Carlisle—The Cumberland. Average passage 9 hours—June 4th, 10 p.m.; 7th, 12 night; \*12th, 5 a.m.; \*14th, 7 p.m.; \*18th, 10 p.m.; 21st, 11 p.m.; \*26th, 5 a.m.; \*27th, 7 p.m. \*From Clarence Pier Head—Fares, to Whitehaven, Annan, or Port Carlisle, 8s. and 3s.

**Liverpool to Bardsea**—See page 120.

**Liverpool to Beaumaris, Bangor, & Carnarvon**—The Prince of Wales, from Prince's Pier Head—every Tuesday, Thursday, and Saturday, at 11 a.m.

**Liverpool to Belfast**—The Blenheim, from the Clarence Dock—June, 5th, 9 p.m.; 9th, 11½ p.m.; 14th, 4 p.m.; 19th, 8 p.m.; 23rd, 11½ p.m.; 28th, 4 p.m.—Fares, 15s. and 5s. The Windsor—From Clarence Dock—June 2nd, 8 p.m.; 7th, 1 p.m.; 12th, 2 p.m.; 16th, 6 p.m.; 21st, 10 p.m.; 26th, 3 p.m.; 30th, 7 p.m.—Fares 15s. and 5s. The Queen or Whitehaven—calling of Whitehaven—June 2nd, 11 p.m.; 5th, 12½ p.m.; 9th, 3 p.m.; 12th, 4½ p.m.; 16th, 9 p.m.; 19th, 12 noon; 23rd, 2½ p.m.; 26th, 5 p.m.; 30th, 8½ p.m.

**Liverpool to Bristol**—The Troubadour—from Clarence Dock—calling at Milford—June 2nd, 7 a.m.; 9th, 11 a.m.; 16th, 5½ p.m.; 23rd, 11 a.m.; 30th, 6 a.m.—Fares, 17s. 6d., and 5s.

**Liverpool to Cork**—The Nimrod—Average passage 24 hours—June 6th, 10 a.m.; 12th, 1 p.m.; 20th, 9 a.m.; 26th, 1½ p.m.—Fares 27s. 6d. and 10s.

**Liverpool to Douglas, Isle of Man**—The Tynwald, Mona's Isle, King Orry, or Ben-my-Chree from Prince's Pier-head—1st to 18th June, every Monday Wednesday and Friday at 11 a.m.; from 18th to the end of the month, daily (Sundays excepted) at 11 a.m.—Fares, 7s. and 3s.

**Liverpool to Drogheda**—The Drogheda Steam Packet Company's Vessels—June 2nd, 7 p.m.; 4th, and 5th, 8 p.m.; 6th, and 7th, 9 p.m.; 8th, and 9th, 10 p.m.; 11th, 1 p.m.; 12th, 2 p.m.; 13th, 3 p.m.; 14th, 4 p.m.; 15th, 5 p.m.; 16th, 6 p.m.; 18th, 7 p.m.; 19th, 8 p.m.; 20th, and 21st, 9 p.m.; 22nd, and 23rd, 10 p.m.; 25th, 1 p.m.; 26th, 2 p.m.; 27th, 3 p.m.; 28th, 4 p.m.; 29th, 5 p.m.; 30th, 6 p.m.—Fares, 10s. and 3s.

**Liverpool to Dublin**—The City of Dublin Steam Packet Company's Mail Steamers, The Princess, Iron Duke, and Trafalgar sail alternately every evening, at seven o'clock, from George's Pier Head, with the mails and cabin passengers only, to Kingstown Harbour.—Also the Company's Trading Steamers—June 1st, 7 p.m.; 2nd, 8 p.m.; 4th, 9 p.m.; 5th, 6th, 7th, & 8th, 10 p.m.; 9th, 11 p.m.; 12th, 2 p.m.; 13th, 3 p.m.; 14th, 4 p.m.; 15th, 5 p.m.; 16th, 6 p.m.; 18th, 8 p.m.; 19th, 9 p.m.; 20th, 21st, & 22nd, 10 p.m.; 23rd, 11 p.m.; 25th, and 26th, 2 p.m.; 27th, 3 p.m.; 28th, 4 p.m.; 29th & 30th, 6 p.m.

**Liverpool to Dundalk**—The Pride of Erin, or Dundalk—from Clarence Dock Basin—Average passage 11½ hours—June 2nd, 8 p.m.; 5th, 9 p.m.; 7th, 10 p.m.; 9th, 11 p.m.; 12th, 1½ p.m.; 14th, 3 p.m.; 16th, 6 p.m.; 19th, 8 p.m.; 21st, 10 p.m.; 23rd, 11 p.m.; 26th, 2 p.m.; 28th, 4 p.m.; 30th, 6 p.m.—Fares, 12s. 6d. and 8s.

**Liverpool to Garliestown**—The Countess of Galloway—June 11th and 25th, 12 night. Fares 12s. and 5s.

**Liverpool to Greenock and Glasgow**—see page 100.

**Liverpool to Holyhead**—Calling at Amlwch and Cemaes Bay—The Windermere, from the Clarence Dock—June 4th, 8 a.m.; 8th, 10 a.m.; 13th, 3½ a.m.; 15th, 6 p.m.; 18th, 7 a.m.; 22nd, 10 a.m.; 27th, 3½ a.m.—Fares to Holyhead, 8s. 6d. and 3s. 6d.; to Amlwch, 4s. and 2s. 6d.

**Liverpool to Kirkcubright**—The Countess of Galloway, from Trafalgar Dock—Average passage 8 to 9 hours—June 7th, 11 p.m.; 14th, 5 p.m.; 21st, 10 p.m.; 28th, 5 p.m.—Fares, 12s. and 5s.

**Liverpool to Lancaster**—The Duchess of Lancaster—From Clarence Dock—June 5th, 11 p.m.; 9th, 12 night; 17th, 8½ p.m.; 21st, 12 night; 27th, 4 a.m.—Fares, 3s. and 2s. The Kendal Castle Schooner, from Canning Dock, once a week.

**Liverpool to Londonderry**—The Maiden City, or John Munn, calling at Port Rush and the Giant's Causeway—June 1st, 8 a.m.; 4th, 11 a.m.; 8th, 12 noon; 11th, 2 p.m.; 15th, 6½ a.m.; 18th, 1 p.m.; 22, 10 a.m.; 25th, 2 p.m.—Fares by the Maiden City, 20s.; Steerage, 5s.; by John Munn, 17s.; Steerage, 4s.

**Liverpool to Malta and Constantinople**—Sir R. Peel, June 16th.

**Liverpool to Maryport**—The Royal Victoria, calling off Whitehaven—June 4th, 10 p.m.; 18th, 8 p.m.—Fares 8s. and 3s. 6d.

**Liverpool to Mostyn**—The Vesta—Passengers taken on board at Seacombe Slip—June 1st, 4½ p.m.; 2nd, 5 p.m.; 5th, 7 a.m.; 6th, 7½ a.m.; 7th, 8 a.m.; 8th, 8½ a.m.; 9th, 9 a.m.; 11th, 10½ a.m.; 12th, 11 a.m.; 13th, 12 noon; 14th, 1 p.m.; 15th, 2 p.m.; 16th, 4 p.m.; 19th, 6 a.m.; 20th, 7 a.m.; 21st, 7½ a.m.; 22nd, 8 a.m.; 23rd, 9 a.m.; 25th, 10½ a.m.; 26th, 11½ a.m.; 27th, 12½ p.m.; 28th, 1½ p.m.; 29th, 2½ p.m.; 30th, 4 p.m.—Fares 2s. 6d. and 1s. 6d., children under fourteen, 1s. 6d. and 1s.

**Liverpool to Newry**—The Sea Nymph, from Clarence Basin—Average passage 12 hours—June 2nd, 8 p.m.; 7th, 12 noon; 12th, 3 p.m.; 16th, 7 p.m.; 21st, 10 p.m.; 26th, 3 p.m.; 30th, 7 p.m.—Hercules, June 5th, 9 p.m.; 9th, 11½ a.m.; 14th, 3 a.m.; 19th, 8 p.m.; 23rd, 12 noon; 28th, 8½ p.m.—Fares—12s. 6d. and 2s. 6d.

**Liverpool to Port Carlisle**—The Royal Victoria, calling off Whitehaven—June 7th, 11 p.m.; 12th, 2 a.m.; 15th, 4 a.m.; 18th, 8 p.m.; 21st, 10 p.m.; 26th, 1 a.m.; 28th, 4 p.m.—Fares: to Port Carlisle, 8s. and 3s.; to Whitehaven, 6s. and 2s. 6d.

**Liverpool to Ramsey, Isle of Man**—from the Clarence Dock—June 6th, 10 a.m.; 13th, 3 p.m.; 20th, 10 a.m.; 27th, 3 p.m.—Fares, 7s. and 3s.

**Liverpool to Rhyl**—The Vale of Clwyd, from Seacombe Slip—June 2nd, 4 p.m.; 5th, 7 a.m.; 7th, 7½ a.m.; 9th, 8½ a.m.; 12th, 10 a.m.; 14th, 12 noon; 16th, 3 p.m.; 19th, 5 p.m.; 21st, 7 a.m.; 23rd, 8½ a.m.; 26th, 10½ a.m.; 28th, 1 p.m.; 30th, 3 p.m.

**Liverpool to Rotterdam**—The Gannet—June 2nd, and every three weeks afterwards.

**Liverpool to Waterford**—The William Penn, from Clarence Dock—Average passage 24 hours—June 5th, 9 a.m.; 12th, 1 p.m.; 19th, 8 a.m.; 26th, 2 p.m.—Fares, 22s. 6d. and 7s. 6d.

**Liverpool to Wexford**—The Town of Wexford—From Clarence Dock—June 5th, 9 p.m.; 12th, 1 p.m.; 19th, 8 a.m.; 26th, 2 p.m.—Fares, 12s. 6d. and 7s. 6d.

**Liverpool to Whitehaven**—The Whitehaven Steam Navigation Company's Steamers—from Clarence Pier—June 2nd, 11 p.m.; 5th, 12½ p.m.; 7th, 1 p.m.; 9th, 3 p.m.; 12th, 4½ p.m.; 14th, 6 p.m.; 16th, 9 p.m.; 19th, 12 noon; 21st, 12½ p.m.; 23rd, 3 p.m.; 26th, 5 p.m.; 28th, 6½ p.m.; 30th, 9 p.m.—Fares 10s. and 4s.

**Liverpool to Wigtown**—The Countess of Galloway, from Trafalgar Dock—Average passage 8 to 9 hours—June 4th, at 9 p.m.; 18th, 8 p.m.; Fares, 12s. and 5s.

**London to Aberdeen**—The Earl of Aberdeen, or City of London—June 2nd, 7 p.m.; 9th, 10 p.m.; 16th, 5½ p.m.; 23rd, 10 p.m.; 30th, 6 p.m.—Fares, including provisions, £2 19s. 6d. and £1 16s. 6d.; children, half fare; deck (sailors) 17s. 6d., without provisions.

**London to Amsterdam**—The Magnet, from near the Tower—every Wednesday.

**London to Antwerp**—The Antwerpen, from St. Katharine's Wharf—Every Sunday, at 9 a.m.—Sea passage 7 hours—Fares, £1 10s. and £1; Children under 10 years, half price. The General Steam Navigation Co.'s Vessel, Soho, from Brunswick Wharf, Blackwall—Every Thursday, at 10 a.m.—Fares £1 10s. and £1; Children under 10 years, half price.

**London to Belfast**—Average passage 4½ days—The Lady Seale, or Erin's Queen—(direct)—June 13th and 27th.

**London to Berwick**—From Miller's Wharf—A Clipper Schooner, every Wednesday morning.

**London to Boulogne**—The General Steam Navigation Co.'s vessel, Albion or Harlequin—from London Bridge Wharf—June 5th, 11 a.m.; 10th and 12th, 3 a.m.; 17th, & 19th 10 a.m.; 24th & 26th, 3 a.m.—Fares, 12s. and 8s.; children under 10 years, half price. The City of Boulogne, or Emerald, from London Bridge Wharf—June 3rd, 10 a.m.; 7th, 12 noon; 14th, 6 a.m.; 21st, 12 noon; 28th, 6 a.m.—Fares, 12s. and 8s.; children under 10 years, half fare.

**London to Bremen**—The Neptune, from near the Tower—Every 10 days.

**London to Calais**—The General Steam Navigation Co.'s Steamers, Belfast, and Tourist, from London Bridge Wharf—June 3rd, 11 a.m.; 7th, 2 a.m.; 10th 3 a.m.; 14th, 6 a.m.; 17th, 9 a.m.; 21st, 1 a.m.; 24th, 3 a.m.; 28th, 7 a.m.—Fares, 12s. and 8s.; Children under 10 years, half price.

**London to Copenhagen and St. Petersburg**—The 1st and 3rd weeks in June.

**London to Cork**—From Alderman Stairs, calling at Plymouth, every Thursday at 10 a.m.; leaving Plymouth every Saturday at 8 a.m.—Fares, to Cork, 30s. and 10s.; to Plymouth, 23s. and 7s. 6d.

**London to Dublin**—From Alderman Stairs—every Wednesday and Saturday, at 10 a.m., calling at Falmouth and Plymouth. Fares to Dublin, 30s., 20s. and 10s.; to Falmouth, 25s., 15s., and 10s.; to Plymouth, 23s., 15s., and 7s. 6d. The Rose, or Shamrock—from near the Tower—every 10 days.

**London to Dundee**—The London, or Dundee—Average passage 40 hours—From Downe's Wharf. June 6th, 12 noon; 13th, 4 p.m.; 20th, 12 noon; 27th, 4 p.m.—Fares, including provisions, Main Cabin, £2 8s., Second Cabin, £1 10s. Children from 2 to 13 years, half fare. Double Tickets, £3 and £2.

**London to Dunkirk**—The City of London, from St. Katharine's Dock—June 7th, 12 noon; 14th, 7 a.m.; 21st 12 noon; 28th, 7 a.m.—Fares, 10s. and 7s., Children under ten years, half-price.

**London to Edinburgh**—The Royal Adelaide, or Royal William, from St. Katharine's Wharf.—Average passage 40 hours—June 2nd, 9th, 13th, 16th, and 23rd, at 10 p.m.; from Irongate Wharf—27th & 30th, at 10 p.m.—Fares, (including provisions), £2 10s., and £1 10s. without provisions £2, and £1 2s. 6d. The General Steam Navigation Co.'s Steamers, Trident, Clarence, and Leith, from Brown's Wharf, Poplar—average passage 40 hours—June 2nd, 6th, 9th, 16th, 20th, 23rd, and 30th, at 10 p.m.—Fares, (including provisions) £2 10s. and £1 10s.; without provisions, £2 and £1 2s. 6d.; Children under 12 years, half price.

**London to Gravesend**—The Sons of the Thames Steam Packet Co.'s Boats, from Hungerford Market every morning at 9 and 11 o'clock, calling at the Old Shades, London Bridge, at 9½ and 11½, Greenwich Stone Pier at 10 and 12 o'clock; also at Blackwall, North Woolwich, Erith, and Rosherville.—Fares, 1s. and 1s. 4d.—The Diamond Co.'s Steamers, from London Bridge Wharf—Calling at Erith—Week Days, at 9, 10 and 11 a.m.; 2, 4½ and 7 p.m.; Sundays, at 9, 10, and 11 a.m.; 12 noon; and 7 p.m.—Fares, to Gravesend 1s. 4d. and 1s.



**London to Hamburg**—The General Steam Navigation Co.'s Steamers, Wilberforce, Princess Royal, Countess of Lonsdale, John Bull, or Caledonia, carrying Her Majesty's mails—June 1st, 8½ p.m.; 5th, 10 p.m.; 8th, 12 night; 13th, 2 a.m.; 15th, 8 a.m.; 19th, 9 p.m.; 22nd, 11 p.m.; 27th, 3 a.m.; 29th, 8½ p.m. Fares, £3 and £2.

**London to Harlingen**—The Lion, from near the Tower—every Wednesday. The Lord John Russell, from near the Tower—every Sunday.

**London to Havre**—The General Steam Navigation Co.'s Steamers, Venezuela and Columbine, from St. Katharine's Steam Wharf—Every Sunday and Thursday at 8 a.m.—Fares, 20s. and 15s. Children under 10 years, half price.

**London to Herne Bay**—The City of Canterbury, or Herne, from London Bridge Wharf—On and after 9th June, daily. An extra Packet on Saturdays at 3 p.m., calling at Blackwall and North Woolwich Piers. Average passage 5 hours. These Packets wait the arrival at Blackwall of the train leaving Fenchurch Street, at 3.20; also at the Eastern Counties Railway, North Woolwich Pier, the arrival of the train leaving Shoreditch at 3½, and Stratford at 3¾ p.m.

**London to Ipswich**—The Orwell, from Brunswick Wharf, Blackwall—Every Tuesday, Thursday and Saturday, at 9 a.m. Fares, Saloon, 4s.; Children 2s. 6d.; Children, 1s. 6d.

**London to Hull**—From London Bridge Wharf—The General Steam Navigation Co.'s Steamers, Waterwitch or Vivid—every Tuesday and Friday, at 8 a.m. Fares 17s. 6d. and 10s. The Hull Steam Packet Co.'s Steamers—from Custom House Quay—every Tuesday, Thursday, and Saturday, at 8 a.m. Fares very low.

**London to Inverness**—The North Star—June 4th, and 18th, 9 a.m.

**London to Margate**—The City of Canterbury, or Herne, from London Bridge Wharf—On and after 9th June, daily, (Sundays excepted) at 11 a.m. An extra Packet on Saturdays at 3 p.m. Calling at Blackwall and North Woolwich Piers. Average passage 6 hours. These Packets wait the arrival at Blackwall, of the train leaving Fenchurch-street at 11.20 a.m.; and on Saturdays at 3.20 p.m.; also at the Eastern Counties Railway, North Woolwich Pier, the arrival of the train leaving Shoreditch at 4 a.m. and on Saturdays at 3¾ p.m.; Stratford at 1½ a.m., on Saturdays at 3¾ p.m. The Prince of Wales or Royal William, from London Bridge Wharf, week days at 10 a.m.; Sundays at 8 a.m. Fares, 6s., 5s. and 4s.

**London to Newcastle**—From Hore's Steam Wharf, Wapping—The General Steam Navigation Co.'s Steamers London Merchant or City of Hamburg, every Wednesday and Saturday at 8 p.m. Fares, 20s. and 12s.

**London to Nieuw Diep**—Weekly, from near the Tower.

**London to Ostend**—The General Steam Navigation Co.'s Steamers, Triton, or Sir Edward Banks, or Menai, from Brunswick wharf, Blackwall—June 2nd, 11 a.m.; 6th, 11 a.m.; 9th, 3 a.m.; 13th, 6 a.m.; 16th, 9 a.m.; 20th, 11 a.m.; 23rd, 3 a.m.; 27th, 6 a.m.; 30th, 9 a.m. Fares, £1 4s. and 18s. Children under ten years, half price.

**London to Plymouth, Falmouth, and Dublin**—Every Wednesday and Saturday. See page 116.

**London to Ramsgate**—The Duchess of Kent—from London Bridge Wharf—every Monday, Wednesday, and Friday, at 9½ a.m., calling at Blackwall 45 minutes afterwards. Fares, 5s. and 4s.; children under ten years, 3s. The General Steam Navigation Co.'s Steamer Little Western—Every Tuesday, Thursday, and Saturday, at 9½ a.m., calling at Blackwall 50 minutes afterwards. Fares, 5s., 4s., & 3s.

**London to Rotterdam**—The General Steam Navigation Co.'s vessels, Rainbow, Giraffe, and Ocean, carrying Her Majesty's mails—from Brunswick Wharf, Blackwall—every Wednesday and Saturday, at 10 a.m.—Fares £1 5s., and 15s.; Children under ten years, half price. The Batavier—from St. Katharine's Wharf—June 3rd, 12 noon; 10th, 7 a.m.; 17th, 12 noon; 24th, 7 a.m.; Fares, £2 2s.; £1 5s.; 15s., and 12s. 6d. The Adonis, from near the Tower, every Wednesday. The City of Rotterdam, from near the Tower—every Saturday.

**London to Southend and Sheerness**—The Sons of the Thames Steam Packet Co.'s Steamers—from Hungerford every morning at 9 o'clock, and from Old Shades, London Bridge at 9½. Fares, to Southend, 3s. and 3s. 6d.; to Sheerness, 3s. and 2s. 6d.

**London to Yarmouth**—The General Steam Navigation Co.'s Steamers William Jolliffe, Ramona, and Earl of Liverpool—from London Bridge Wharf, every Wednesday & Saturday at 4 p.m. Fares, 10s. & 5s.

**Bryn to Hull**—The Lord Nelson, from the Common Staith—average passage 10 hours—June 1st, 2 p.m.; 8th, 7 a.m.; 15th, 12 noon; 22nd, 7 a.m.; 29th, 12 noon. Fares 7s. 6d. and 4s.

**Margate to London**—The City of Canterbury, or Herne—on and after the 11th June daily (Sundays excepted) at 11 a.m. An Extra Packet on Mondays at 6½ a.m. Average passage 10 hours. The Prince of Wales, or Royal William—week days, at 10 a.m.; Sundays, at 3½ p.m.

**Maryport to Liverpool**—The Royal Victoria—calling off Whitehaven—June 6th and 20th, 11 a.m. Fares, 8s. and 3s. 6d.

**Milford to Bristol**—The Osprey—June 1st, 10 p.m.; 9th, 2½ a.m.; 15th, 8 p.m.; 23rd, 8 p.m.

**Mostyn to Liverpool**—The Vesta—June 1st, 8 a.m.; 2nd, 9 a.m.; 4th, 10 a.m.; 5th, 11 a.m.; 6th, 11½ a.m.; 7th, 12 noon; 8th, 12½ p.m.; 9th, 1 p.m.; 11th, 2½ p.m.; 12th, 3 p.m.; 13th, 4 p.m.; 14th, 5 p.m.; 15th, 6 p.m.; 18th, 9 a.m.; 19th, 10 a.m.; 20th, 11 a.m.; 21st, 11½ a.m.; 22nd, 12 noon; 23rd, 1 p.m.; 25th, 2½ p.m.; 26th, 3½ p.m.; 27th, 4½ p.m.; 28th, 5½ p.m.; 29th, 6 p.m.—Fares, 2s. 6d. and 1s. 6d. Children under 14, 1s. 6d. and 1s.

**Neath to Bristol**—The Neath Abbey—June 4th, 5 a.m.; 7th, 7 a.m.; 11th, 8½ a.m.; 14th, 11 a.m.; 18th; 4 a.m.; 21st, 6½ a.m.; 25th, 9 a.m.; 28th, 12 noon. Fares, 7s. 6d. and 4s.

**Newcastle to Aberdeen**—The Victoria—June 9th, 6 p.m.; 16th, 10 p.m.; 23rd, 4 p.m.; 30th, 10 p.m.; Fares, 15s. and 10s.

**Newcastle to Edinburgh** (Leith Pier)—The Britannia—Average passage 10 hours—June 5th, 2 p.m.; 7th, 3 p.m.; 12th, 7 a.m.; 14th, 7 p.m.; 19th, 1 p.m.; 21st, 2 p.m.; 26th, 7 a.m.; 28th, 8 p.m.

**Newcastle to Hull**—The Neptune—Every Saturday morn., 2 hours before high water. Fares, 4s. & 2s.

**Newcastle to London**—The General Steam Navigation Co.'s Steamers—London Merchant, and City of Hamburg—June 2nd, 11 a.m.; 6th, 2 p.m.; 9th, 4 p.m.; 13th, 7 a.m.; 16th, 10 a.m.; 20th, 2 p.m.; 23rd, 4 p.m.; 27th, 7 a.m.; 30th, 10 a.m. Fares, 20s. and 12s.

**Newport to Bristol**—The Avon, or Severn—from Beaufort Wharf—Average passage, under 2 hours. June 1st, 1 p.m.; 2nd, 2 p.m.; 3rd, 3 p.m.; 4th, 3 p.m.; 5th, 4 p.m.; 6th, 4½ p.m.; 7th, 5 p.m.; 8th, 5½ p.m.; 9th, 6 p.m.; 11th, 7 p.m.; 12th, 7½ p.m.; 14th, 9 a.m.; 15th, 10 a.m.; 16th, 11½ a.m.; 18th, 2 p.m.; 19th, 3 p.m.; 20th, 4½ a.m., and 4 p.m.; 21st, 5 a.m. and 4½ p.m.; 22nd, 5½ p.m.; 23rd, 6 p.m.; 25th, 7½ a.m.; 26th, 8 a.m.; 27th, 9 a.m.; 28th, 10 a.m.; 29th, 11 a.m.; 30th, 12 noon. Fares, 3s. and 1s. 6d., and from the same day, 4s. and 2s.

**The Bristol General Steam Navigation Co.'s Steamers**—Swift, or Usk—June 1st, 1 p.m.; 2nd, 2 p.m.; 4th, 3 p.m.; 5th, 5 a.m. and 3½ p.m.; 6th, 5 a.m. and 4 p.m.; 7th, 5 a.m. and 5 p.m.; 8th, 5½ a.m. and 5½ p.m.; 9th, 6 a.m.; 11th, 7 a.m.; 12th, 7½ a.m.; 13th, 8½ a.m.; 14th, 9 a.m.; 15th, 10½ a.m.; 16th, 11½ a.m.; 18th, 2 p.m.; 19th, 3 p.m.; 20th, 4 a.m. and 4½ p.m.; 21st, 5 a.m. and 4½ p.m.; 22nd, 5½ a.m. and 5½ p.m.; 23rd, 6 a.m.; 25th, 7½ a.m.; 26th, 8 a.m.; 27th, 9 a.m.; 28th, 10 a.m.; 29th, 11 a.m.; 30th, 12 noon.

**New Holland to Hull**—Daily, at 5.33, 9.7, and 10 a.m.; 12.57, 1.57, 3.52, 4½, 6.7, 7.22, and 8½ p.m. On Sundays, at 5.33 and 9½ a.m.; 12.7.5½, and 7½ p.m.

**Padstow to Bristol**—The Express—June 1st, 3½ p.m.; 8th, 6½ p.m.; 15th, 1½ p.m.; 22nd, 7½ a.m.; 29th, 1 p.m.

**Plymouth to Cork**—The Ajax or Preussischer Adler—Every Saturday morning—Fares, 25s. and 8s.

**Plymouth to Falmouth and Dublin**—Every Monday and Friday—See page 114.

**Plymouth to Falmouth**—The Sir Francis Drake—Every Wednesday and Saturday, at noon. Fares, 7s. 6d., 6s., and 4s. See page 121.

**Plymouth to Guernsey and Jersey**—The Sir Francis Drake—Every Thursday, at 5½ p.m. Fares—to Guernsey, 18s., 12s., and 7s.; to Jersey, 21s., 14s., and 8s. See page 121.

**Plymouth to Southampton and London**—Every Monday and Friday—See page 116.

**Plymouth to Torquay, Guernsey, and Jersey**—The Brunswick—Every Monday, leaving Stonehouse Pool at 12½, Plymouth at 1, and Torquay at 7 p.m.

**Plymouth to Torquay, Southampton, and Portsmouth**—The Brunswick—Every Thursday, from Stonehouse Pool at 12 noon, and Plymouth at 1 p.m.

**Port Carlisle to Liverpool**—The Royal Victoria—Calling off Whitehaven and Annan Waterfoot—June 9th, 1 p.m.; 13th, 4 p.m.; 16th, 6 a.m.; 23rd, 1 p.m.; 27th, 4 p.m.; and 30th, 7 a.m. Fares, from Port Carlisle and Annan Waterfoot, 3s. and 3s.; from Whitehaven, 6s. and 2s. 6d.

**Port Talbot to Bristol**—The Talbot—Average passage 4½ hours—June 11th, 6½ p.m.; and 23rd, 5 p.m. Fares, 7s. 6d. and 4s.; children under 12 half price.

**Portsea to Ryde, Isle of Wight**—Week days, at 8.20, 9.55, 10.55, and 11.55 a.m.; 1.35, 2.35, 5.25, and 6.40 p.m. Sundays, at 8 a.m., and 3 and 5 p.m.

**Portsmouth to Cowes, Isle of Wight**—Week days, at 8.40 and 10 a.m.; 2, 4½ and 6½ p.m. Sundays, at 8.40 a.m., and 2 p.m.

**Portsmouth to Ryde, Isle of Wight**—Week days, at 8½, 10, and 11 a.m.; 12 noon; 1.40, 2.40, 5½, and 6½ p.m. Sundays, at 8 a.m., and 3 and 5 p.m.

**Portsmouth and Southampton to Torquay and Plymouth**—The Brunswick—Every Friday, leaving Portsmouth at 2, and Southampton at 5 p.m.

**Portsmouth to Southampton**—Week days, at 8.40 and 10 a.m.; 2, and 4½ p.m. Sundays, at 8.40 a.m. and 2 p.m.

**Ramsey, Isle of Man, to Liverpool**—June 5th, 11 a.m.; 12th, 3 p.m.; 19th, 10 a.m.; 26th, 2 p.m. Fares 7s. and 3s.

**Ramsgate to London**—The Duchess of Kent—Every Tuesday, Thursday, and Saturday, at 10 a.m. Fares, 5s. and 4s.; children under 10 years, 3s. The General Steam Navigation Co.'s Steamer Little Western, Every Monday, Wednesday and Friday, at 10 a.m. Fares, 6s., and 4s.; children 3s.



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**Rhyl to Liverpool**—The Vale of Clwyd—June 1st, 7 a.m.; 4th, 9 a.m.; 6th, 10 a.m.; 8th, 11 a.m.; 11th, 1 p.m.; 13th, 3 p.m.; 15th, 5½ a.m.; 18th, 7½ a.m.; 20th, 9½ a.m.; 22nd, 10½ a.m.; 25th, 1½ p.m.; 27th, 3 p.m.; and 29th, 5½ a.m.

**Ryde, Isle of Wight, to Cowes**—Week days, at 9½ and 10½ a.m.; 2½, 5, and 7 p.m. Sundays, at 9½ a.m. and 2½ p.m.

**Ryde, Isle of Wight, to Portsmouth, Gosport, and Portsea**—Week days, at 7½, 9½, and 11 a.m.; 12 noon; \*1½, \*2½, \*4½, and 6 p.m. On Sundays, at 9 a.m., and 4 and 6 p.m. \*Go to Portsea Pier before going to Gosport.

**Ryde, Isle of Wight, to Southampton**—Week days, at 9½ and 10½ a.m.; 2½, and 5 p.m. Sundays, at 9½ a.m. and 2½ p.m.

**St. Malo to Jersey**—The South Western—Every Tuesday and Saturday, according to tide. Fares 7s. 6d. and 5s.

**Sheerness to London**—The Sons of the Thames Steam Packet Co.'s Steamers—Daily at 8½ a.m., and 3½ p.m. Fares, 2s. 6d. and 3s.

**Southampton to Alexandria**—On the 20th and 29th of every month, at 1½ p.m. When the 20th falls on Sunday, the hour of departure is 9 a.m. When the 29th falls on Sunday, the departure is the following day at 9 a.m. Fares—First cabin, £40; Second, £26; Passengers' Servants, £21 each.

**Southampton to Aden, Bombay, Ceylon, Madras, & Calcutta**, on the 20th of every month, at 1½ p.m. N.B. When the 20th falls on the Sunday, the hour of departure is 9 a.m. Fares—A berth in the general cabin throughout for a Gentleman to Aden, £77; to Ceylon, £113; to Madras, £118; to Calcutta, £127; to Bombay, £107;—for a Lady to Aden, £82; to Ceylon, £122; to Madras, £127; to Calcutta, £136; to Bombay, £112;—for a Gentleman and his Wife in the same cabin, to Aden, £214; to Ceylon, £290; to Madras, £299; and to Calcutta, £317—Children with parents charged according to age.

**Southampton to Constantinople, Samsoun, Sinope, and Trebisonde, calling at Gibraltar and Malta**, on the 29th of every month, at 1½ p.m.; when the 29th falls on Sunday the departure is the following day at 9 a.m. Fares—First class, £41; (children 3 years and under ten, £20 10s.) second class, £27 10s.; Passengers' servants, £22.

**Southampton to Cowes, Isle of Wight**—Week Days, at 3½, 8 40, and 10 40 a.m., \*1½, 4 40, and 7 p.m. Sundays, at 3½ and 8 40 a.m., 2 and 5 p.m. \*Goes to East Cowes first.

**Southampton to East Cowes**—At 3½ and 10 40 a.m., 1½ and 4 40 p.m.

**Southampton to Guernsey and Jersey**—The Royal Mail Packets—From the Pier—Every Monday, Wednesday, and Friday, at 1½ p.m., on the arrival of the Mail train from London.—Fares, 21s., and 14s. Steward's Fees, 2s. and 1s.

**Southampton to Havre**—The New South Western Steam Co.'s Steam-ships, calling off Portsmouth Every Wednesday and Saturday at 1½ p.m., on the arrival of the mail train from London.—Fares, 21s. and 14s. Steward's fees, main cabin 2s.; fore cabin, 1s.

**Southampton to Malta**—The Peninsular and Oriental Company's Steamers, on the 20th and 29th of every month, at 1½ p.m.; when the 20th falls on Sunday the hour of departure is 9 a.m. When the 29th falls on Sunday, the departure is the following day at 9 a.m. Fares to Malta, 1st cabin, £27 10s.; 2nd cabin, £18 18s.; Passengers' servants, £15 15s. Children 3 years and under 10, £13 15s.

**Southampton to Penang, Singapore, and Hong Kong**, on the 20th of every month, at 1½ p.m. N.B.—When the 20th falls on the Sunday, the time of sailing is 9 a.m. Fares—for a berth in the general cabin for a Gentleman to Penang, £134; to Singapore, £142; to Hong Kong, £165.

**Southampton to Plymouth, Falmouth, and Dublin**—Every Thursday. See page 116.

**Southampton to Portsmouth**—Week Days, at 8 40 and 10 40 a.m., 1½ and 4 40 p.m. Sundays at 8 40 a.m.; and 2 p.m.

**Southampton to Ryde, Isle of Wight**—Week Days, at 8 40 and 10 40 a.m., and 1½ and 4 40 p.m. Sundays, at 8 40 a.m.; and 2 p.m.

**Southampton to Vigo, Oporto, Lisbon, Cadiz, & Gibraltar**—The Peninsular and Oriental Company's Steamers, on the 7th, 17th, and 27th of every month, at 1½ p.m. When these dates fall on Sunday, the Steamers start on the following day at the same hour. Fares, to Vigo, 1st class, £11 10s.; 2nd, £8.—to Oporto, £12 10s., and £8 10s.—to Lisbon, £14 and £9 15s.—to Cadiz, £16 and £11 15s.—to Gibraltar, £17 and £11 5s.; Children according to age.

**Southampton to the West Indies**—The Royal Mail Steam Packet Company's Ships on the 2nd and 17th of every month, at 2 p.m., unless the latter should be a Sunday, and then on the day following. Average passage to Jamaica, 28 days; fares, single after cabin, £52; double after, or single fore cabin, £42; double fore cabin, each berth £37. Average passage to Vera Cruz, 33 days; fares, £60, £50, and £45. Average passage to Cat or Ship Island, New Orleans, 28 to 29 days; fares, £55, £45, and £40.

**Southend to London**—The Sons of the Thames Steam Packet Co's Steamers,—Daily at 9 a.m. and 4 p.m. Fares, 3s. and 3s. 6d.

**Swansea to Bristol**—The Lord Beresford, or County—June 1st, 3 a.m.; 2nd, 4½ a.m.; 4th, 6 a.m.; 5th, 7 a.m.; 7th, 7½ a.m.; 8th, 8½ a.m.; 9th, 8½ a.m.; 10th and 12th, 10 a.m.; 14th, 11 a.m.; 15th, 12½ p.m.; 16th, 2 a.m.; 18th, 5 a.m.; 19th, 6 a.m.; 21st, 7 a.m.; 22nd and 23rd, 8 a.m.; 25th and 26th, 10½ a.m.; 28th, 12 noon; 29th, 1 morn; 30th, 2½ a.m.

**Swansea to Gloucester**—The Henry Southan—Average passage 14 hours—June 2nd, 5 a.m.; 6th, 7½ a.m.; 9th, 9½ a.m.; 13th, 10½ a.m.; 16th, 2 a.m.; 20th, 6 a.m.; 23rd, 8½ a.m.; 27th, 11 a.m.; 30th, 2½ p.m.—Fares, 8s. and 4s.

**Swansea to Ilfracombe**—The Beresford, County, or Bristol—June 1st, 2 a.m.; 4th, 3 a.m.; 6th, 4½ a.m.; 8th, 5 a.m.; 11th, 6½ a.m.; 13th, 8½ a.m.; 15th, 11½ a.m.; 18th, 3 a.m.; 20th, 3½ a.m.; 22nd, 4½ a.m.; 25th, 6½ a.m.; 27th, 9 a.m.; 29th, 12 noon.

**Swansea to Liverpool**—The Troubadour, calling at Milford—June 6th, 5 a.m.; 13th, 9 a.m.; 20th, 4 p.m.; 27th, 9 a.m.—Fares, 17s. 6d. and 5s.

**Swansea to Tenby**—The Bristol, June 7th, 5 a.m.; 14th, 10 a.m.; 21st, 4½ a.m.; 28th, 10½ a.m. **Tenby to Bristol**—The Osprey, or Phoenix—June 2nd, 4½ a.m.; 4th, 6½ a.m.; 7th, 8 a.m.; 9th, 9 a.m.; 15th, 1½ p.m.; 16th, 2 a.m.; 22nd, 8½ a.m.; 23rd, 9 a.m.; 30th, 2½ a.m.

**Tenby to Swansea**—The Bristol—June 7th, 3 p.m.; 14th, 4 p.m.; 21st, 2½ p.m.; 28th, 4 p.m.

**Thorne to Hull**—Daily (Sundays excepted) at 8½ a.m.

**Whitehaven to Belfast**—The Whitehaven Steam Navigation Co.'s Steamers—June 4th, 10 p.m.; 6th, 12 night; 11th, 3½ p.m.; 13th, 4 p.m.; 15th, 9 p.m.; 20th, 11 p.m.; 25th, 4 p.m.; 27th, 5 p.m.—Fares, 10s. and 3s.; Children under 14, half price.

**Whitehaven to Douglas, Isle of Man**—The Whitehaven Steam Navigation Co.'s Steamers—June 1st, 9 p.m.; 8th, 1½ p.m.; 15th, 6½ p.m.; 22nd, 12 noon.—Fares, 8s. and 4s.

**Whitehaven to Dublin**—calling at the Isle of Man—June 1st, 9 p.m.; 8th, 1½ p.m.; 15th, 6½ p.m.; 22nd, 12 noon. Fares, 17s. 6d., and 7s. 6d.

**Whitehaven to Liverpool**—The Whitehaven Steam Navigation Co.'s Steamers—June 2nd, 10 p.m.; 5th, 11 p.m.; 7th, 1½ p.m.; 9th, 2 p.m.; 12th, 3½ p.m.; 14th, 5½ p.m.; 16th, 8 p.m.; 19th, 10 p.m.; 21st, 1 p.m.; 23rd, 2 p.m.; 26th, 4 p.m.; 28th, 6 p.m.; 30th, 8 p.m.—Fares, 10s. and 4s.

**Windermere Steamers**—

**From Bowness**, up the Lake—7 and 11 a.m.; 4 and 8 p.m. Fares:—to Low Wood, 1s. and 9d.; to Ambleside, 1s. 6d. and 9d.

**From Ambleside**, down the Lake—7½ and 11½ a.m.; and 4½ p.m. Fares:—to Low Wood, 1s., and 6d.; to Bowness, 1s. 6d., and 9d.; to Ferry, 2s., and 1s.; to Windermere Waterfoot, or Newby Bridge, 3s. and 2s.

**From Bowness**, down the Lake—8½ a.m.; 1, and 5½ p.m. Fares:—to Ferry, 6d., and 4d.; to Newby Bridge, or Windermere Waterfoot, 1s. 6d., and 1s.

**From Newby Bridge**, up the Lake—9½ a.m.; 2½ and 6½ p.m., to Bowness only.) Fares:—to Ferry, 1s. 9d., and 1s.; to Ambleside, 3s. and 2s.

**Wisbeach to Hull**—The Forager—Average passage 11 hours—every Tuesday Morning. Fares 7s. 6d. and 4s.

**Yarmouth to Hull**—The Hull Steam Packet Co.'s Vessels—Every Saturday.—Fares, 7s. and 5s.

**Yarmouth to London**—The General Steam Navigation Co.'s Steamers, Ramona, William Jolliffe, or Earl of Liverpool—June 2nd, 4 p.m.; 6th, 6 p.m.; 9th, 12 noon; 13th, 2½ p.m.; 16th, 4 p.m.; 20th, 6 p.m.; 23rd, 6 p.m.; 27th, 2½ p.m.; 30th, 6 p.m. Fares, 10s. and 5s.

## SCOTLAND.

**Aberdeen to Edinburgh**—(Granton Pier)—The Sovereign, or Dundee—Every Week day at 6 a.m.

**Aberdeen to Hull**—A fast sailing clipper schooner every Wednesday.

**Aberdeen to London**—The City of London, or Earl of Aberdeen—June 2nd, 9½ p.m.; 9th, 2 p.m.; 16th, 8½ p.m.; 23rd, 1½ p.m.; 30th, 8½ p.m. Fares, including provisions, £2 19s. 6d., and £1 16s. 6d.; children under 13 years of age, half fare. Deck (Sailors) 17s. 6d. without provisions.

**Aberdeen to Newcastle**—The Victoria—June 6th, 12 noon; 13th, 4 p.m.; 20th, 12 noon; 27th, 5 p.m. Fares, 15s., and 10s.

**Annand to Liverpool**—The Cumberland—calling off Whitehaven—average passage 9 hours—June 2nd, 9 a.m.; 6th, 12 noon; 9th, 2 p.m.; 13th, 5 p.m., 16th, 8 a.m.; 20th, 11 a.m.; 23rd, 2 p.m.; 27th, 5 p.m.; 30th, 8 a.m.—Fares, 8s. and 3s.

**Ardraishaig to Glasgow**—Daily, at 9 a.m.

**Ardrossan to Belfast**—See Glasgow to Belfast, via Ardrossan.

**Ayr to Stranraer**—The Briton—every Wednesday and Saturday morning.



**Banavie (Corpach) to Inverness**—The Edinburgh Castle—Every Tuesday and Friday mornings. The Cygnet or Lapwing—every Monday morning and Wednesday afternoon.

**Corpach (Banavie) and Fort William to Glasgow**—The Shandon—Every Tuesday and Friday mornings. The Cygnet, or Lapwing—every Wednesday and Friday mornings.

**Dumbarton to Glasgow**—Daily, at 8½ a.m.; 12 noon; 3½ and 6 p.m. Every Monday at 7½ a.m.—Average passage 1½ hour.

**Dumbarton to Greenock**—Daily, at 8½ a.m. and 12½ p.m. Average passage 50 minutes.

**Dundee to London**—The London or Dundee—Average passage 44 hours—June 6th, 2 p.m.; 13th, 3 p.m.; 20th, 1½ p.m.; 27th, 3 p.m. Fares, including provisions, £2 8s. and £1 10s.; children from 2 to 13 years, Half Fare. Double Tickets, £3 and £2.

**Edinburgh to Aberdeen**—(From Granton Pier)—The Sovereign, or Dundee—Every Monday, Tuesday, Thursday, Friday, and Saturday, at 6 a.m.

**Edinburgh to Hamburg direct**—(From Leith)—The Mercator, or Martello—Immediately the Danish Blockade ceases, in the meantime Goods are forwarded via Copenhagen and Lubeck.

**Edinburgh to Hull**—From Leith—The Brilliant—June 2nd, 1 p.m.; 9th, 4 p.m.; 16th, 8 p.m.; 25th, 4 p.m.; 30th, 8 p.m.

**Edinburgh to Invergordon**—(From Granton Pier)—The Isabella Napier—Every Monday at 3 p.m. Calling at Banff, Lossiemouth, Burghhead, Cromarty, and Invergordon.

**Edinburgh to Inverness, Invergordon, and Moray Firth**—(from Granton Pier)—The Sovereign, every Monday, at 3 p.m., direct to the Moray Firth—The Duke of Richmond, every Tuesday, at 6 a.m., calling at the intermediate ports.

**Edinburgh to Lerwick**—(From Granton Pier)—The Queen—Every Friday, at 6 a.m.

**Edinburgh to London**—(From Granton Pier)—The Royal Adelaide, or Royal William.—Average passage 40 hours—June 2nd, 9th, 12th, 16th, 23rd, 27th, and 30th, at 3 p.m. Fares, including provisions, £2 10s. and £1 10s.; without provisions, £2 and £1 2s. 6d. The General Steam Navigation Company's steamers, Trident, Clarence, and Leith—June 2nd, 6th, 9th, 16th, 20th, 23rd, and 30th, at 3 p.m. Fares, including provisions, £2 10s. and £1 10s.; without provisions £2 and £1 2s. 6d.; children under 12 years of age, half price.

**Edinburgh to Montrose**—(From Leith)—The Regalia—June 1st, 12 noon; 6th, 2 p.m.; 8th, 3 p.m.; 13th 8 a.m.; 15th, 10 a.m.; 20th, 2 p.m.; 22nd, 3 p.m.; 27th, 8 a.m.; 29th, 10 a.m.—Fares, 4s. and 2s.

**Edinburgh to Newcastle**—(from Leith Pier)—The Britannia, average passage 10 hours—June 2nd, 12 noon; 6th, 3 p.m.; 9th 4 p.m.; 13th, 7 p.m.; 16th, 10 p.m.; 20th, 2 p.m.; 23rd, 4 p.m.; 27th, 8 p.m.; 30th, 10 p.m. Fares, 7s. and 4s. Return Tickets, 10s. and 5s.

**Edinburgh to Thurso**—(From Granton Pier)—The Isabella Napier—every Monday, at 3 p.m., calling at Golspie, Wick, &c.

**Edinburgh to Wick and Kirkwall**—(from Granton Pier)—The Queen—every Friday at 6 a.m.

**Garelochhead & Helensburgh to Glasgow**—Daily, leaving Garelochhead at 6, 8½, 10½, and 11½ a.m.; and 4 p.m.; calling at Helensburgh 1 hour after each of these times. From Roseneath only at 3 p.m. Also every Monday, leaving Garelochhead at 7½, and Helensburgh at 8½ a.m.

**Garliestown to Liverpool**—The Countess of Galloway—June 2nd, 8 a.m.; 13th, 8 p.m.; 27th, 4 p.m. Fares, 12s. and 5s.

**Glasgow to Ardrossan**—calling at Greenock, Kilmun, Dunoon, Rothesay, Kyles of Bute, and Tarbert, daily, at 7½ a.m.

**Glasgow to Arrochar**—Daily, at 9½ a.m.

**Glasgow to Ardrossan**—Daily, at 12½ p.m. Fares, 2s., and 1s. 6d.

**Glasgow to Belfast, via Ardrossan**—By train from the Ayrshire Railway Station to Ardrossan, every Tuesday and Thursday, at 6½ p.m.; and every Saturday, at 12½ p.m.; thence by The Fire-Fly or Glow-Worm—Average sea passage 7 hours. Fares from Glasgow to Belfast, 12s., 10s. 6d., and 2s. 6d.; from Ardrossan, 8s. and 2s.

**Glasgow to Belfast**—calling at Greenock—average passage from Glasgow 9 hours; from Greenock, 8 hours—The Thetis, or Aurora—June 2nd, 8 p.m.; 4th, 9 p.m.; 6th, 7th, and 9th, 12 noon; 11th, 2 p.m.; 13th, 3 p.m.; 14th, 4 p.m.; 16th, 6 p.m.; 18th, 7 p.m.; 20th and 21st, 9 p.m.; 23rd, 12 noon; 25th, 2 p.m.; 27th, 3 p.m.; 28th, 4 p.m.; 30th, 6 p.m.

**Glasgow to Brodick and Lamlash**—Daily, at 8 a.m. and 2 p.m. Fares to either place, 2s. and 1s. 6d.; there and back same day, 2s. 6d. and 2s.

**Glasgow to Cork**—every Tuesday. Fares £1 14s. and 15s.

**Glasgow to Fleetwood, via Troon**—See page 120.

**Glasgow to Dublin**—The Viceroy, Ariel, or Ocean—Average passage, 15 to 17 hours—June 1st, 7 p.m.; 5th, 11 a.m.; 8th, 1 p.m.; 12th, 2 p.m.; 15th, 5 p.m.; 19th, 11 a.m.; 22nd, 1 p.m.; 26th, 3 p.m.; 29th, 5 p.m. Fares, £1 and 7s. 6d.

**Glasgow to Dumbarton**—Daily, at 7 and 11 a.m., 4 and 6 p.m.—Average passage 1½ hour.

**Glasgow to Greenock, Helensburgh, Roseneath, and Garelochhead**—Daily, at 7½ and 11 a.m.; 3½ and 5 p.m.—from Roseneath only at 12 noon. A Steamer every Saturday at 7 p.m.

**Glasgow and Greenock to Liverpool**—See page 100.

**Glasgow to Inverary**—Daily at 8½ a.m.; via Lochgoilhead.

**Glasgow to Inverness**—The Pioneer, from Glasgow Bridge, by Greenock, Dunoon, Rothesay, and Crinan Canal—every Monday and Thursday at 6 a.m.; and from Greenock at 7½ a.m. The Cygnet and Lapwing—every Tuesday and Friday at 6 a.m. N.B. The Friday's steamer remains over the Sunday at Banavie.

**Glasgow to Kilmun**—Daily, at 10 a.m., calling at Greenock, Gourock, Dunoon and Kilmun.

**Glasgow to Largs and Millport**—Daily, at 8 and 9 a.m.; 12½, 2, and 4½ p.m. Fares to either place, 1s. 6d. and 1s.; there and back same day, 2s. and 1s. 6d.

**Glasgow to Oban**—The Pioneer, from Glasgow Bridge, by Greenock, Dunoon, Rothesay and Crinan Canal—every Monday, Tuesday, Thursday, and Friday at 6 a.m., and from Greenock at 7½ a.m. The Cygnet, every Tuesday and Friday, at 6 a.m.

**Glasgow to Portree**—The Tartar, calling at Oban, Tobermory, &c.—June 5th, 11 a.m.; 12th, 2 p.m.; 19th, 11 a.m.; 26th, 2 p.m.

**Glasgow to Rothesay**—Daily, at 10 a.m., 1, 2 50 and 4 p.m., calling at Greenock, Gourock, &c.

**Glasgow to Stornoway**—The Marquis of Stafford—calling at Oban, Tobermory, Portree, Armadale, Balmacarra, and Kyleakin—June 1st, 15th, and 22nd, at 12 noon.

**Glasgow to Stranraer**—The Albion—June 1st, 10 a.m.; 8th, 12 noon; 15th, 7 a.m.; 22nd, 12 noon 29th, 8 a.m. Fares, 7s. and 4s.

**Glasgow to Tobermory, Portree, Skye, &c.**—The Tartar—every Tuesday.

**Greenock to Dumbarton**—Daily, at 11 a.m., and 2½ p.m. Average passage 50 minutes.

**Greenock to Kilmun**—Daily, at 6 a.m., direct.

**Greenock to Rothesay**—Daily, at 8½ a.m. direct; 12 noon; 3, 5 and 6 p.m., calling at Gourock, Kilmun, and Dunoon.

**Greenock to Lochline**—Daily, at 10 a.m.; calling at Gourock, Kilmun, Dunoon, and Rothesay.

**Inverary to Glasgow**—Daily, at 10 a.m.

**Invergordon to Edinburgh**—(Granton Pier)—The Isabella Napier, every Friday at 6 a.m.; calling at Cromarty, Burghhead, Lossiemouth, and Banff.

**Inverness to Aberdeen and Edinburgh**—The Sovereign—every Wednesday, at 10 p.m.; calling at Aberdeen and intermediate ports. The Duke of Richmond, every Tuesday at 10 p.m. direct from the Moray Firth to Granton.

**Inverness to Glasgow**—The Edinburgh Castle, Shandon, and Pioneer—every Monday and Thursday at 7 a.m., via Corpach, Fort William, Oban, Ardrishalg, Rothesay, Dunoon, and Greenock. The Cygnet, or Lapwing (direct)—every Tuesday morning and Thursday afternoon.

**Inverness to London**—The North Star, calling (weather, &c. permitting) off Chanonry Point, Invergordon, Cromarty, and Burghhead—June 11th, and 25th, 2 p.m.

**Kilmun to Glasgow**—Daily, at 11½ a.m. & 4 55 p.m., calling at Gourock, and Greenock; to Greenock at 7½ a.m. not calling.

**Kirkcudbright to Liverpool**—The Countess of Galloway—Average passage, 8 to 9 hours—June 9th, 12 noon; 16th, 7 a.m.; 23rd, 12 noon; 29th, 6 p.m. Fares 12s. and 1s.

**Kirkwall to Edinburgh**—(Granton Pier)—The Queen—every Tuesday morning.

**Kyles of Bute to Glasgow**—Daily about 12 noon.

**Lamlash and Brodick to Glasgow**—Every evening. Fares, 2s., and 1s. 6d.

**Lerwick to Edinburgh**—(Granton Pier)—The Queen—Every Monday at 6 p.m.

**Montrose to Edinburgh**—(Leith)—The Regalia—Every Tuesday and Thursday mornings. Fares, 4s. and 2s.

**Millport and Largs to Glasgow**—Every Evening. Fares 1s. 6d., and 1s.

**Oban to Corpach**—The Cygnet, or Lapwing—Every Wednesday and Saturday morning.

**Oban to Fort William, Corpach, and Banavie**—The Shandon—every Monday and Thursday afternoon.

**Oban to Glasgow**—Calling Rothesay, Dunoon, and Greenock—The Shandon—every Monday, Tuesday, Thursday, and Friday, at 7 a.m. The Cygnet and Lapwing—every Wednesday and Friday.

**Oban to Staffa and Iona, or Glenoe**—The Shandon—Every Wednesday & Saturday morning, if a sufficient party offer themselves for either trip.

**Portpatrick to Donaghadee**—Her Majesty's Mail Packets.—See page 125.

**Portree, Skye, and Tobermory to Glasgow**—The Tartar—From Portree, every Friday at 4 a.m., and from Tobermory at 2 p.m.

**Rothesay to Glasgow**—Daily at 6½, 7½, & 10 a.m., 1½, and 3½ p.m., calling at Dunoon, Kilmun, Gourock, and Greenock.

**Roseneath to Glasgow**—Daily at 7 and 11 a.m. and 3 p.m.

**Stornoway to Glasgow**—The Marquis of Stafford—calling at Kyleakin, Balmacarra, Armadale, Portree, Tobermory, and Oban—June 5th & 12th, 10 p.m.; 19th, 4 p.m.; 26th, 10 p.m.; & July 3rd, 4 p.m. This vessel will call at Lochinver on her passage on the 19th of June, and 3rd of July.

**Stranraer to Ayr**—The Briton—Every Monday and Friday, at 9 a.m.



**Stranraer to Belfast**—The Albion—June 4th, 9 a.m.; 11th, 1 p.m.; 25th, 1 p.m.—Fares, 5s. and 2s.  
**Stranraer to Glasgow**—The Albion—June 6th, 11 a.m.; 13th, 2 p.m.; 20th, 10 a.m.; 27th, 2 p.m.—Fares, 7s. and 4s.  
**Tarbert to Glasgow**—Daily about 10 a.m.  
**Thurso to Edinburgh** (Granton Pier) The Isabella Napier—every Thursday forenoon, calling at Wick, Golspie, &c.  
**Troon to Fleetwood**—See page 120.  
**Wick to Edinburgh** (Granton Pier)—The Sovereign—Every Tuesday morning.  
**Wigtown to Liverpool**—The Countess of Galloway—Average passage 8 to 9 hours—June 6th, 10 a.m.; 20th, 9 a.m. Fare 12s. and 5s.

## IRELAND.

**Belfast to Ardrossan**—See Belfast to Glasgow via Ardrossan.  
**Belfast to Dublin**—The Prince, Duke of Cambridge, or Royal Adelaide—June 7th, 8 p.m.; 14th, 3 p.m.; 21st, 8 p.m.; 28th, 3 p.m. Fares, 12s. and 5s.  
**Belfast to Fleetwood**—See Page 120.  
**Belfast to Glasgow, via Ardrossan**—The Fire Fly, or Glow Worm—From Queen's Quay—Every Monday, Wednesday and Friday at 9 p.m. Average sea-passage 7 hours. Fares to Ardrossan, 8s. and 2s.; to Glasgow 12s., 10s. 6d., and 2s. 6d.  
**Belfast to Greenock and Glasgow**—Average passage to Greenock, 8 hours; to Glasgow 9 hours.—The Aurora, or Thetis—From Queen's Quay—June 1st, 7 p.m.; 4th, 7 p.m.; 5th, 9 p.m.; 7th, 4 p.m.; 8th, 9 p.m.; 11th, 2 p.m.; 12th, 3 p.m.; 14th, 3 p.m.; 15th, 6 p.m.; 18th, 7 p.m.; 19th, 9 p.m.; 21st, 9 p.m.; 22nd, 8 p.m.; 23rd, 2 p.m.; 26th, 3 p.m.; 28th, 4 p.m.; 29th, 6 p.m.—Fares, 10s. and 2s. 6d.  
**Belfast to Liverpool**—The Blenheim—2nd, 7th, 12th, 16th, 21st, 26th, & 30th.—Fares, 15s. & 5s. The Queen, or Whitehaven—calling at Whitehaven—June 5th and 7th, 9 p.m.; 12th, 3 p.m.; 14th, 4 p.m.; 19th and 21st, 9 p.m.; 26th, 3 p.m.; 28th, 5 p.m. The Windsor—from Dunbar's Dock—June 5th, 7 p.m.; 9th, 9 p.m.; 14th, 1 p.m.; 19th, 6 p.m.; 23rd, 9 p.m.; 28th, 1 p.m. Fares, 15s. and 5s.  
**Belfast to London**—The Lady Seale, or Erin's Queen, (direct)—Average passage 4½ days—June 14th, and 28th, 2 p.m.  
**Belfast to Stranraer**—The Albion—Average passage 4½ hours—June 5th, 6 a.m.; 12th, 10 a.m.; 29th, 6 a.m.—Fares, 5s. and 2s.  
**Belfast to Whitehaven**—The Whitehaven Steam Navigation Company's Steamers—Average passage 8 hours—June 5th, 9 p.m.; 7th, 9 p.m.; 12th, 4 p.m.; 14th, 5 p.m.; 19th, 9 p.m.; 21st, 9 p.m.; 26th, 4 p.m.; 28th, 5 p.m.—Fares, 10s. and 3s.; Children under 14 years, half fare.  
**Cork to Bristol**—The Sabrina, or Juvena—June 1st, 12 noon; 5th, 2½ p.m.; 8th, 4 p.m.; 12th, 8 a.m.; 15th, 10 a.m.; 19th, 2 p.m.; 22nd, 4 p.m.; 26th, 8 a.m.; 29th, 10 a.m.—Fares, £1 12s. 6d., and 10s.  
**Cork to Dublin**—The Viceroy, or Ocean—June 6th, 4½ p.m.; 20th, 3 p.m. from Cork Quay; 13th and 27th, 9 a.m. from Cork Quay, and 5 p.m. from Passage Quay—Fares, 14s. and 7s. 6d.  
**Cork to Greenock and Glasgow**—The Viceroy, or Ocean—June 6th, 4½ p.m.; 20th, 3 p.m. from Cork Quay; 13th & 27th, 9 a.m. from Cork Quay, & 5 p.m. from Passage Quay—Fares, £1 14s. and 15s.  
**Cork to Liverpool**—The Nimrod—Average passage 24 hours—June 2nd, 1 p.m.; 9th, 5 p.m.; 16th, 11 a.m.; 23rd, 5 p.m.; 30th, 11 a.m.—Fares, £1 7s. 6d., and 10s.  
**Cork to London**, calling at Plymouth—The Ajax or Preussischer Adler—June 7th, 4 p.m.; 14th, 9 a.m.; 21st, 4 p.m.; 28th, 9½ a.m.—Fares 30s. and 10s.; to Plymouth 25s. and 8s.  
**Donaghadee to Portpatrick**—Her Majesty's Mail Packets.—See Page 125.  
**Drogheda to Liverpool**—The Drogheda Steam Packet Co.'s Steam Ships—June 1st, 6 p.m.; 2nd, 7 p.m.; 4th, 8 p.m.; 5th, 9 p.m.; 6th, 9 p.m.; 7th, 10 p.m.; 8th, 10 p.m.; 9th, 12 noon; 11th, 1 p.m.; 12th, 2 p.m.; 13th, 3 p.m.; 14th, 4 p.m.; 15th, 5 p.m.; 16th, 6 p.m.; 18th, 7 p.m.; 19th, 8 p.m.; 20th, 9 p.m.; 21st, 9 p.m.; 22nd, 10 p.m.; 23rd, 12 noon; 25th, 1 p.m.; 26th, 2 p.m.; 27th, 3 p.m.; 28th, 4 p.m.; 29th, 5 p.m.; 30th, 6 p.m.—Fares, 10s. and 3s.  
**Dublin to Belfast**—The Prince, Duke of Cambridge, or Royal Adelaide—June 5th, 9 p.m.; 12th, 3 p.m.; 19th, 8 p.m.; 26th, 3 p.m.—Fares, 12s. and 5s.  
**Dublin to Bristol**—The Shamrock—Average passage 24 hours—June 5th, 8 a.m.; 12th, 10 a.m.; 19th, 12 noon; 26th, 10½ a.m.—Fares, £1 5s. and 10s.  
**Dublin to Cork**—The Viceroy, or Ocean—Average passage 15 hours—June 1st, 5 p.m.; 8th, 9 p.m.; 15th, 3½ p.m.; 22nd, 9 p.m.; 29th, 3½ p.m.—Fares, 14s. and 7s. 6d.  
**Dublin to Douglas, Isle of Man**—The Whitehaven Steam Navigation Co.'s Steamers—June 4th, 12 noon; 11th, 11 a.m.; 18th, 10 a.m.; 25th, 11 a.m.—Fares, 10s. 6d. and 5s.  
**Dublin to Glasgow**—The Viceroy, Ariel, or Ocean—Average passage 15 to 17 hours—June 1st, 4 p.m.; 5th, 2 p.m.; 8th, 10 a.m.; 12th, 4 p.m.; 15th, 2 p.m.; 19th, 6 p.m.; 22nd, 10 a.m.; 26th, 4 p.m.; 29th, 2 p.m.—Fares, 20s. and 7s. 6d.  
**Dublin to Holyhead**—The Chester and Holyhead Railway Company's Steamers, Anglia, Cambria, Scotia, or Hibernia, daily (Sundays excepted), at 8½ a.m., in connexion with the Express train which leaves Holyhead at 2 p.m., arriving in London at 10½ p.m.—Fares, between Dublin and Holyhead, 11s. and 8s. See page 39.—For Her Majesty's Mail Packets, see page 125.

**Dublin to Liverpool**—The City of Dublin Steam Packet Co.'s Steamers, Iron Duke, and Trafalgar, every evening at half-past 4 o'clock, with passengers only from Kingstown Harbour. Also the Company's Trading Steamers, June 1st, 5 p.m.; 2nd, 6 p.m.; 4th & 5th, 8 p.m.; 6th & 7th, 9 p.m.; 8th & 9th, 10 a.m.; 11th & 12th, 12 noon; 13th, 1 p.m.; 14th, 2 p.m.; 15th, 3 p.m.; 16th, 4 p.m.; 18th, 6 p.m.; 19th, 7 p.m.; 20th, 8 p.m.; 21st, & 22nd, 9 p.m.; 23rd, 10 a.m.; 25th & 26th, 12 noon; 27th, 1 p.m.; 28th, 2 p.m.; 29th, 3 p.m.; 30th, 4 p.m.  
**Dundalk to Liverpool**—The Pride of Erin, or Dundalk—Average passage 11½ hours—June 2nd, 8 p.m.; 5th, 9 p.m.; 7th, 10 p.m.; 9th, 11 p.m.; 12th, 1½ p.m.; 14th, 2 p.m.; 16th, 6 p.m.; 19th, 8 p.m.; 21st, 10 p.m.; 23rd, 11 p.m.; 26th, 2 p.m.; 28th, 4 p.m.; 30th, 6 p.m.—Fares, 12s. 6d. & 3s.  
**Dublin to London**—calling at Falmouth, Plymouth, and Southampton—every Wednesday and Saturday.—See page 116.  
**Dublin to Whitehaven**—calling at the Isle of Man—June 4th, 12 noon; 11th 11 a.m.; 18th; 10 a.m.—Fares, 17s. 6d. and 7s. 6d.  
**Londonderry to Fleetwood**—See page 120.  
**Londonderry to Liverpool**—The Maiden City, or John Munn, calling at Portrush and the Giant's Causeway.—June 5th, 8 a.m.; 7th, 11 a.m.; 12th, 8 a.m.; 14th, 2 p.m.; 19th, 8 a.m.; 21st, 11 p.m.; 26th, 8 a.m.; 28th, 2 p.m.—Fares by the Maiden City, 20s.; Steerage, 5s.; by the John Munn, 17s.; Steerage, 4s.  
**Newry to Liverpool**—The Sea Nymph—Average passage 12 hours—June 5th, 8½ p.m.; 9th, 10 p.m.; 14th, 2 p.m.; 19th, 7 p.m.; 23rd, 10 p.m.; 28th, 2½ p.m. The Hercules—June 2nd, 6½ p.m.; 7th, 9 p.m.; 12th, 12 noon; 16th, 4½ p.m.; 21st, 9 p.m.; 25th, 12½ p.m.; 30th, 5 p.m. Fares, 12s. 6d. and 2s. 6d.  
**Waterford to Bristol**—The Victory, Rose or Torridge—June 1st, —; 5th, 4 p.m.; 8th, —; 12th, 10 a.m.; 15th, —; 19th, 4 p.m.; 22nd, —; 26th, 11 a.m.  
**Waterford to Liverpool**—The William Penn—Every Friday.—average passage 24 hours—Fares 22s. 6d. and 7s. 6d.  
**Wexford to Liverpool**—Town of Wexford, every Friday.—Fares 12s. 6d. and 7s. 6d.

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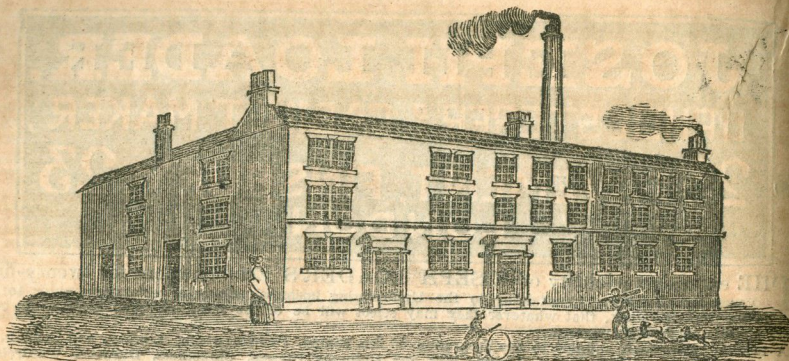
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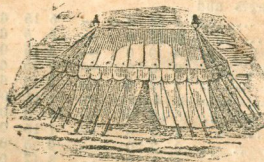
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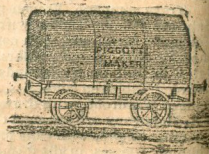
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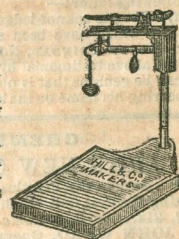
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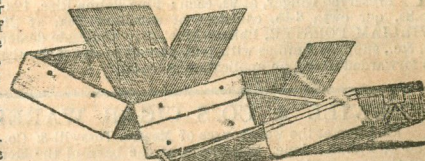
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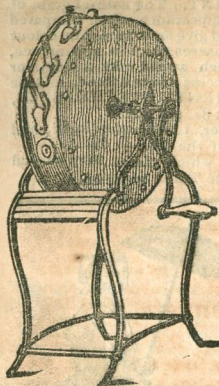
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**MASTERS & CO.'S IMPROVED ROTARY BUFF KNIFE CLEANING MACHINES**, by which a Dozen Knives, &c., may be cleaned and brilliantly polished in one minute, even by a child, without the inconvenience of dust, &c., at the same time keeping the knives in good order. They are not liable to get out of order, and will last many years.—A trial afforded if required.

Prices 2, 3, 4, and 5 Guineas each.—N.B. The Polishing Material will not exceed 6d. per annum.

**MASTERS' PATENT FREEZING MACHINES**, for making Dessert Ices and Rock Ice from Spring Water, and for cooling Wines, Water, &c., at a trifling expense.

**MASTERS' PATENT COOLING DECANTERS**, Percolators, Refrigerators, &c., by which 80 deg. of cold may be produced in one minute, and a dozen of Wine iced at less than 6d. cost.

**MASTERS' PATENT AERATED FOUNTAINS**, for making Aerated Waters, Nectar, &c.—Price 30s. and upwards.

A Large Assortment of the above at **MASTERS & CO.'S EXTENSIVE SHOW ROOMS, 294, Regent-street, nearly opposite the Polytechnic, and 7, Mansion House-street, City.**

N.B. The Process of making Ice, &c., is shown daily. The operation does not occupy more than one minute.

COUNTRY AGENTS WANTED

Kent's is the only invention for Knife Cleaning for which Her Majesty's Letters Patent have been granted, and is distinct from all others.

**PATRONIZED** by the various Public Institutions, City Companies, and principal Hotel and Tavern-keepers of London and the Provinces.—These Machines, by variation in size and price, are equally adapted for Private Families or Public Establishments; are portable, durable, ornamental in appearance, noiseless, and so perfectly cleanly that they may be used in any apartment; are incapable of getting out of order, and so simple in operation that the

**SMALL ONES FOR FAMILIES MAY BE USED BY A CHILD**, whilst the saving in Time and in Cutlery is immense, as the number of Knives each Machine is adapted to take are not only cleaned and beautifully polished, equal to new, in less time than one Knife can be cleaned on the Knife-Board, but are not subject to the risk of injury they sustain when cleaned by the old method, nor can they ever be worn away at the points or backs.

To be had of the Manufacturer, **329, STRAND, London.**  
REMOVED FROM GRAY'S INN ROAD.

**JAMES HOLGATE,**  
WHOLESALE IRONMONGER, AND DEALER IN ALL DESCRIPTIONS OF  
RAILWAY STORES.

**AGENT FOR BROTHERTON'S PATENT MACHINE AND LAMP OILS,**  
ROLLS BROTHERS' VARNISHES AND JAPAN, PATENT ALKALI COMPANY'S PAINT  
&c., &c.  
**BASNETT STREET, LIVERPOOL.**

**LOVERS OF FINE COFFEE**

**The Baron Dupuytren's Original and Genuine Homœopathic, & the Grand Sultan of Turkey's Brilliant Coffee**, recommended by the Nobility and the highest Medical Authorities.—This truly delicious, fragrant, and health-restoring Beverage can now be obtained in the highest state of perfection by all classes of society, hitherto drank only by the Nobles on the Continent. To the Connoisseur it will be found a rich luxury—to the Economist a great saving, as it contains double the strength and flavour of any other Coffee.—Sold by most respectable Grocers and Italian Warehousemen throughout England, Ireland, and Scotland, in Canisters only of one and two pounds each. Prices: Green, 1s. 6d. and 3s.; Pink or Sultans, 2s. and 4s. To secure to the Public the genuine article, the Proprietors have obtained a Copyright, to state which is felony. Wholesale Agents, **Sterry, Sterry, & Co., Boro', E. Cross, Goodman's-yard, Minorics; Wyatt and Cooke, Bloomfield-street, London.**

ADVERTISEMENTS.

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**CHILDREN'S FROCKS, COATS, & PELISSES,**

In all the New Materials and prevailing Styles, a large portion of which are expressly adapted for SCHOOL WEAR, at

**SHEARMAN'S**

**5, FINSBURY PAVEMENT, LONDON,**

*Between the Bank and Finsbury Square.*



SEVERAL THOUSAND constantly on view, from the useful In-door at 1s. 11d., 2s. 6d., 3s. 6d.; Medium, 5s. 6d., 7s. 6d., 10s. 6d., 12s. 6d.; Handsome, 15s. 6d., 18s. 6d., 21s.; up to the richest goods made in Silk Velvets, Three, Four, & Five Guineas.

**HOLLAND DRESSES** of all kinds. Frocks, 1s. 6d.; Pin-frores, 9d.; Blouses, 3s. 6d., 4s. 6d., and 5s. 6d.

**OTS, JACKETS, CLOAKS, and MANTLES**, in all the prevailing styles, for all ages above two years, in great variety.

**Infants' Cloaks, Hoods, Hats and Bonnets,**  
**Long and Short Robes,**

French Cambric Caps, Day and Night Gowns, Robe Blankets, Lawn and Cambric Night Caps, Open and Round Shirts, Trimmed Nursery Baskets and Bassinets, with or without Sheets, Blankets, &c., with every other article in **BABY LINEN**, together with what is usually required for a **YOUNG FAMILY**; thus obviating the trouble and inconvenience in going to various shops when **JUVENILE CLOTHING** is required. An assortment of **Infants' Cloaks, Hoods, Robes, &c.**, sent to any part of the Country to select from on the receipt of Five Pounds.

An **Illustrated Pamphlet**, affording additional information, sent free on the receipt of a paid letter.



**A CHINESE INVITATION.**

**RAILWAY TRAVELLERS** are invited to visit **HEWETT'S WAREHOUSE, 18, FENCHURCH-STREET**, where may be seen the largest collection of Chinese productions ever offered to the public, consisting of Jars, Tea Caddies, Fans, Screens, &c., &c., at extraordinarily low prices.

**HEWETT'S CHINESE WAREHOUSE, 18, Fenchurch-street, London.**

**SAGE'S ALTHAINOPATHIC OINTMENT**

This ointment is unequalled for its **HEALING** properties in all kinds of **SCORBUTIC AFFECTIONS**, and other Diseases or Injuries of the **SKIN**, and is a certain remedy for Scalds, Burns, Broken Chills, Chapped Hands or Face, &c. It has likewise been found extremely beneficial in cases of Erysipelas. For Children, when teething, it will be found invaluable, as it is an almost immediate cure for any cutaneous eruptions to which they are then liable.

**Ladies**, in confinement, will experience it to be a preventive, as well as a curative of, **Sore Nipples**. **Railway Travellers**, and all persons who are much exposed to the weather, will find great comfort by anointing the face with this ointment previous to going out; and the operation of **Shaving** will be rendered pleasant and agreeable, by merely rubbing the face with it both before and after. As a **Family Ointment** it will be found invaluable, and a most essential acquisition to the **Toilet**.

Prepared only by **Sage & Read, 3, Cloudesley Street, Islington**; and may be had of Dietrichsen & Co., 63, Oxford-street; Barclay & Sons, Farringdon-street; and of most respectable Medicine Vendors in town and country (with Directions), in Pots, at 1s. 1d., 2s. 9d., and 4s. 6d. each.

None is genuine but that bearing the signature of "**SAGE & READ**," in blue ink, on the government stamp



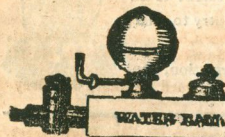
## CHINA JARS, AT HALF THE USUAL PRICE.

**L**ARGE importations of Chinese curiosities and fancy articles, consisting of Ivory Chess and Draftsman, Card Cases, Ornamental Jars, Dinner and Dessert Plates, Cups and Saucers, Work Tables, Work Boxes, Card Boxes, Tea Caddies, painted and Feather Fans, Handcreens, Gongs, richly embroidered Shawls, Silk Damasks, Handkerchiefs, and all descriptions of Chinese Goods, at very reduced prices.—The Trade and Country Dealers supplied by **SICART & CO.**, 169, Finchchurch-street, six doors from Gracechurch-street.

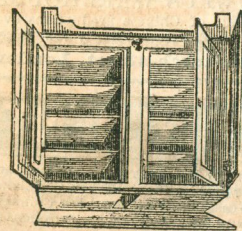
**H**UXLEY'S PARISIAN SHIRTS.—There is but one reason to be assigned for the difficulty experienced by gentlemen being fitted with Shirts. It is the imperfect rules hitherto applied to Shirtmaking. This has led many gentlemen to suppose the difficulty to arise from some peculiar formation of the neck or chest. Such opinions are most erroneous. It is essential that a Shirt should set with ease and comfort, the front remaining smooth with every change of position. H. and Co. respectfully solicit inspection, and feel confident of giving satisfaction to every customer.

**HUXLEY'S REGISTERED SHIRT COLLAR** is guaranteed to fit the neck without a crease. As the most liberal wages are paid to the shirt hands, superior work can at all times be relied upon.  
**HUXLEY AND CO'S Parisian Shirt Warehouse**, 5, VERE-STREET, CAVENDISH-SQUARE.

**L**UXURY IN SHAVING.—**JOHN GOSNELL AND CO'S AMBROSIAL SHAVING CREAM** (Patronised by Prince Albert). This inestimable Cream possesses all the good qualities of the finest Naples soap, without the disagreeable smell inseparable from that article in a genuine state. It is of a white, pearly, silvery appearance, produces a creamy lather, which will not dry on the face, and emits, in use, the delightful flavour of the almond. In Pots, price 2s., 3s. 6d., &c. Perfumers to Her Majesty, 12, Three King-court, Lombard-street, London, and 18, School-lane, Liverpool. Fancy Brush Manufactory, 68, Upper Thames-street. Merchants and Captains advantageously supplied for the East and West Indies and China markets.—Agents for the sale of **HORWOOD'S** (of Ryde) **NUTRITIVE CREAM** for the Hair.



**H**YDRAULIC RAMS (upon an improved principle) for raising water where a FALL can be obtained to the height of 300 feet.—The same ram, without the aid of a tank or cistern, arranged to throw a jet of water; constituting a fountain, with the head of water beneath. Also, Engines for deep wells, worked by steam, horse, or manual power, Douche Baths, &c., &c. Buildings heated with hot water.  
Address, **FREEMAN ROE**, 70, STRAND, LONDON. Estimates given for the supply of towns &c., &c.



## ICE SAFES AND ICE PRESERVERS.

By Her Majesty's Royal Letters Patent.

### LING'S ICE SAFES,

For the Preservation of all kinds of Provisions, Icing Wines, &c., are now in use at nearly all the principal Clubs and Hotels in the Kingdom. The Small Size for Families is arranged for Icing Wines, Butter, Fruit, Provisions, &c., with convenience for cooling two gallons of Spring Water. **The Ice being in a separate chamber** from the rest of the apparatus, has the following advantages:—Great Economy in the use of Ice, the saving is more than one half over any other machine; Perfect Cleanliness, as the **Ice does not come in contact with any thing placed inside**; the machine is always kept at one temperature; either common rough Ice or the American Ice may be used; by having the Ice well made, rather larger than ordinary, it combines an Ice Preserver.—Spring water is iced for table use, a large stock always on hand at the

Patentees, **George Keith**, late (Lings and Keith,) 11, Princes-street, Leicester-square, Ice Preservers and Refrigerators, and every article connected with Ice.

**Machines for making Ice Creams**, which may be used by a child. Price, Three Guineas. **Metal Ice Boxes**, for Icing Wines, Butter, &c., with **Glass Tank**, for Icing Water. Price, Six Guineas. Agent for Kent's Patent Rotary Knife Cleaners, price for Five Knives, £3 18s. Master's Patent Freezing Apparatus, Freezing Decanters, &c. Ransom's Pen and Spectacle Cleaners. Price Lists of every article sent post free.

**GEORGE KEITH**, (late Lings and Keith,) 11, Princes-street, Leicester-square, London.

**LEA and PERRIN'S WORCESTERSHIRE SAUCE** not only gives an agreeable zest to almost every article of food, but by its tonic and invigorating qualities enables the stomach to digest it perfectly.

Sold by the proprietors, **Lea and Perrin**, 6, Vere-street, Oxford-street, London, and 68, Broad-street, Worcester; Messrs. Barclay and Sons; Messrs. Crosse and Blackwell; and generally by the principal dealers in sauces.

**S**OUTHGATE and **ALCOCK'S SOLID LEATHER PORTMANTEAUS**.—These Portmanteaus are manufactured of leather dressed by the first London curriers. None but first-rate workmen are employed; and throughout their entire manufacture the greatest attention is paid to render them thoroughly durable and lasting, and worthy of the high character they have so long sustained for durability and strength.—Also, manufacturers of every description of Portmanteaus, Bullock, Camel, and Overland Trunks, and all articles for use in travelling.

**SOUTHGATE & ALCOCK**, 76, WATLING-STREET, CITY.

## SASSAFRAS CHOCOLATE.

**DR. DE LA MOTTE'S NUTRITIVE, HEALTH-RESTORING, AROMATIC CHOCOLATE**, prepared from the Nuts of the Sassafras Tree. And Sold by the Patentee, 12, Southampton-street, Strand. This Chocolate contains the peculiar virtues of the Sassafras root, which has been long held in great estimation for its purifying and alterative properties. The aromatic quality (which is very grateful to the stomach) most invalids require for breakfast and evening repast, to promote digestion, and to a deficiency of this property in the customary breakfast and supper, may, in a great measure, be attributed the frequency of cases of indigestion generally termed bilious. It has been found highly beneficial in correcting the state of the digestive organs, &c. from whence arise many diseases, such as eruptions of the skin, gout, rheumatism, and scrofula. In cases of debility of the stomach, and a sluggish state of the liver and intestines, occasioning flatulence, costiveness, &c., and in spasmodic asthma, it is much recommended.

### AGENTS.

**Bristol**—Messrs. Ferris and Score, Wholesale Chemists  
**Burastaple**—Mr. Robt. Gregory.  
**Bath**—Mrs. C. B. Cook, Broad-street.  
**Bradford**—Mr. B. Blackburn, Chemist, Top of Ivy gate.  
**Birmingham**—Mr. Chas. Corfield, Chemist, New-st.  
**Cambridge**—Mr. Payn, Chemist.  
**Cheltenham**—Mr. Nathaniel Smith, Chemist.  
**Exeter**—Mr. Besley, Chronicle Office, North-street.  
**Gateshead**—Mr. J. Colman, Chemist.  
**Great Yarmouth**—Mr. Charles Steward, Chemist.  
**Holywell, Flintshire**, N. W.—Mr. Vickers, Chemist.  
**Liverpool**—Mr. F. G. Jones, Patent Medicine Warehouse, 5, Paradise-street.  
**Leicester**—Mr. Edwards, Chemist.  
**Leamington, Warwick**—Mr. Roberts, 29, Parade.  
**Ludlow**—Mr. Edward Foster.  
**Northampton**—Messrs. Osborn, & Stockburn, Market-pl.  
**Newcastle-on-Tyne**—Mr. Ramsay, Tyne-street, North Shields  
**Newcastle-on-Tyne**—Mr. Edward Walker, 69, Grey-street.  
**Plymouth**—Mr. Joseph Wells, 18, George-street.  
**Portsmouth**—Messrs. Drewett & Co., 84, High-street.  
**Ramsgate**—Mr. Alfred Franks, Chemist.  
**Rochester**—Messrs. Tatham & Knight, Chemists.  
**Southampton**—Messrs. E. & F. Perkins, 42, Above Bar  
**Stockton-on-Tees**, Durham—Mr. Thos. Mills.  
**Swansea**, South Wales—Mr. Thomas Walters, Chemist.  
**Windsor**—Mr. John Roberts.

## WATERPROOFING FACTS.

**THE NEW DREADNOUGHT COATS AND CAPES**, made by **J. C. CORDING**, will be found by Sportsmen, Sailors, and Travellers to be the best articles ever made up for their use. They will resist the heaviest rain and the fiercest tropical heat for any time, and their durability is equal to their waterproof qualities. Trowsers, Leggings, Sou-westers, Caps, and Gloves, of the same proofing. Officers and others going to the Colonies will find these articles invaluable. Gentlemen who drive should use Cording's New Waterproof Driving Aprons and Coats, the most serviceable and complete things of the kind, and approved by all who have tried them. Ladies' light Riding Capes, with Hoods and Sleeves. Cording's improved Sheet India-rubber Boots are superior to anything hitherto made for the comfort of anglers and snipe-shooters; they are light, pliable, and never crack, impervious to water for any length of time, and require no dressing to keep them in condition. A new and excellent Oil-proof Cape for labourers and keepers, warranted not to crack, from 3s. 6d. each, or 40s. per dozen upwards. London, **CORDING**, 231, Strand, five doors West of Temple.



# DINNER, DESSERT, BREAKFAST AND TEA SERVICES,

**TOILET SETS, &c.,**  
In Porcelain, Ironstone and Earthenware; Table Glass, Ornamental China  
Statuettes, Chandeliers, Lustres, &c.

**GEORGE B. SANDER, No. 319, High Holborn, London,**

as on view a choice of several hundred patterns in the above, to which novelties are continually added.  
For the convenience of inspection, the several branches are displayed in separate departments, of which the following is a summary:—

## DINNER SHOW ROOMS.

An extensive selection in every style, from single printed earthenware to richly enamelled and gilt Porcelain.  
A service to dine twelve persons, 40s. to £3 7s. in single colours; and £5 10s. in enamelled patterns, and upwards.

## DESSERT DEPARTMENT.

A large and well-contrasted choice in Porcelain of richly-painted and gilt services. To meet the times great attention has also been paid to the production of services in first class Earthenware to imitate Porcelain: these, though not equal to that harder material in durability, will be found very economical, being not more than one half the price of China.

## BREAKFAST AND TEA ROOMS.

These are supplied with a most extensive assortment, ranging from Single Printed and Self Colours to Enamelled Porcelain, and thence to services of the richest description. A Tea and Coffee Service without gold, 18s.; ditto gilt, 18s. 6d.

## GLASS ROOMS.

The various articles of TABLE GLASS consisting of DECANTERS, CARAFFS, CLARET and WATER JUGS, GOBLETs, LIQUEUR BOTTLES, WINE GLASSES &c., both Cut and Engraved, the produce of the celebrated Stourbridge district, cannot be surpassed in brilliancy of Finish or elegance of Design.

In addition to the large choice of first class goods, there is an ample supply of the more useful articles in glass of the second quality of mixing, but of superior colour. Cut Quart Decanters 10s. a pair; Cut Wine Glasses 4s. 6d. a dozen, or lower if required.

This Establishment contains a greater number than any other in London, of Modern Patterns kept on hand for the purpose of matching.

## ORNAMENTAL DEPARTMENT.

STATUETTES in CARRARA PORCELAIN, with or without China Lace; PORCELAIN VASES, BASKETS, INKSTANDS, &c.; ALABASTER STATUETTES AND VASES; BOHEMIAN GLASS VASES and FLOWER STANDS, Plain or Engraved.

PAPIER MACHE INKSTANDS, ENVELOPE CASES, FOLIOS, TEA CADDIES, &c., &c., suitable for presents.  
A large stock of Papier Mâché Tea Trays, commencing at 18s. the set of three.

## LAMP AND CHANDELIER DEPARTMENT.

CRYSTAL AND OR-MOLU CHANDELIERS, fitted to burn Candles or Gas, commencing at £4 10s.; Lustres, Girandoles, Table Lamps to burn candles or oil, Framed Lanterns, glazed with plain or stained glass, in novel and effective designs, Vase Lamps, &c.—N.B. Agent for the sale of Palmer's Patent Magnum and other Candle Lamps.

**Parties about to Furnish** are respectfully invited to visit this Establishment, where they will be furnished with further information with respect to prices, and will not be importuned to make purchases

**GEORGE B. SANDER,**  
**319, HIGH HOLBORN, LONDON,**  
(Opposite Gray's Inn.)

# GLASS

For the

ALABASTER ORNAMENTS



# SHADES,

Preservation of Clocks,

WAX FLOWERS,

And all Articles which are susceptible of injury from exposure, are at the same time time Ornamental, and give increased importance to the Objects so covered.

## CLAUDET AND HOUGHTON

Have, since the removal of the duty on Glass, REDUCED THEIR PRICES of GLASS SHADES by ONE-HALF, rendering the cost of them extremely moderate.

**Wholesale and Retail Glass Shade Warehouse,**  
**89, HIGH HOLBORN.**

## PAINTED AND STAINED GLASS FOR WINDOWS.

CLAUDET AND HOUGHTON, 89, HIGH HOLBORN,

Execute every description of Ornamental Glass for Windows, in ancient or modern style, at the lowest prices consistent with superior workmanship, either in plain colour, ornamented in white mal, embossed, engraved, or richly-painted. Patterns and Specimens.

May be seen at their Warehouse, 89, High Holborn.

## PATENT PLATE GLASS, BRITISH PLATE GLASS, SHEET AND CROWN WINDOW GLASS.

Sheet Glass and Patent Rough Plate Glass, for Horticultural purposes,

PROPAGATING GLASSES, CUCUMBER GLASSES,

BEEHIVE GLASSES, GLASS TILES AND SLATES, GLASS PIPES, &c.

WHOLESALE AND RETAIL AT CLAUDET AND HOUGHTON'S

**Window Glass Warehouse, 89, High Holborn.**

N.B.—Lists of the reduced Prices forwarded free on application.

## PLANTAGENET GUARD RAZOR.

MANUFACTURED under the authority of Letters Patent granted by Her MAJESTY THE QUEEN. Patronised by the NOBILITY and GENTRY, the ARMY and NAVY, the CLERGY, the BAR, and the FACULTY.

"The invention consists of a guard in the shape of a comb, which fits on to the blade of a razor, projecting beyond its edge, and smoothing the skin, so as to bring the beard alone in contact with the edge of the instrument."—*Morning Herald*.

Any person can with this Guard Razor shave himself, without a glass, in bed, in the dark, or in a railway or moving carriage, or on board a steam-boat, and NOT CUT HIMSELF. It is pronounced by all those who have practically tested its qualities to be THE MOST SCIENTIFIC ADAPTATION OF MECHANICAL SKILL TO THE ORDINARY RAZOR.

The Plantagenet Razor is made of the finest tempered steel, imparting a matchless smoothness and keenness to the edge, and the addition of the Guard causes the Razor to glide with safety over the face, removing the beard without the possibility of cutting the skin.

Guard Razors are fitted for right-hand shaving exclusively, and others for left-hand shaving exclusively.  
Price.—Black Handles, 6s. each; the best Ivory Handles, 8s. each. Sent post-free for 8d. each extra, remitted by post office order.

C. STEWART AND CO., PATENTEES, 22, CHARING CROSS.  
Caution.—Every Guard is stamped with the signature of "C. STEWART AND Co.," to imitate which is forgery.

"It is literally a fact, that this razor can be used by the operator with perfect security in almost any situation; it can be used on a bed, in a railway, or even in a carriage on the common roads. The operation of shaving is effected in an inconceivably short space of time, even by the most timid or nervous."—*Lancet*.



## THE PEOPLE'S RAZOR.

THE most successful Razor ever produced, and PRICE ONLY ONE SHILLING, (sent postage free, 1s. 6d.) neatly put in case, ready for use. The originator of this Razor is a Cutler of 25 years practical experience, and he guarantees that it will give satisfaction.—HARVEY HILLIARD, Queen's Cutler, 40, Buchanan-street, Glasgow

## Keating's Cough Lozenges.

COUGHS, Asthmatic and Consumptive Complaints, Shortness of Breath, Hoarseness, &c., &c., effectually cured by their use. Being made from the Prescription of an eminent Physician, they are confidently recommended to persons subject to the above complaints. *Allow the Lozenges to dissolve in the mouth gradually.* Prepared and sold in Boxes, 1s. 1½d., and Tins, 2s. 6d. 4s. 6d., and 10s. 6d. each, by THOMAS KEATING, Chemist, &c., No. 79, St. Paul's Church Yard, London. Sold by all Chemists, &c.

## OLD BOTTLED PORT.

WM. BARKER & SON, of 49, BISHOPSGATE-STREET WITHOUT, (where they have been established more than a century) now offer to Families and the Trade about 4000 dozen of CRUSTED PORT, at such prices for cash as shall insure an immediate sale. Consisting of a small parcel of quarts Harris' Shipping Vintage 1820, and bottled in 1826. Of pints of Kopkes, Kingstons, & Smiths' Shipping, all 9 years in bottle. Quarts of Dixon's Double Diamond, Thompsons and Crofts', Sandeman's, Martinez's, Olney's, and Ormerod's Shipping, from 3 to 6 years in bottle. And also of inferior Shipments from 1 to 3 years in bottle, commencing at a very low price, to which W. B. & S. particularly ask the attention of the trade. They also offer a few PIPES PORT of first class Shippers, which they are now bottling, the fine quality of which they will guarantee. To Connoisseurs in RUM they also offer a curiosity, being a few dozens of Jamaica, bottled in 1820, by a West India Proprietor, in whose possession it still remains, but to be disposed of by W. B. & S. Samples will be forwarded, if required.

## Jackson's Carpet and Furnishing Warehouses,

25, 26, 27, 28, and 29, HIGH-STREET,

(City Side of Eastern Counties Railway Terminus), Shoreditch.

THE extensive celebrity of JACKSON'S Establishment, appertaining to the Upholstering and Carpet Business, affords a certain guarantee to all purchasers from his Stock, that whatever they may select will be of the most approved fashion and best workmanship, moderately charged. A tasteful assortment, suitable to the decoration of the Dining, Drawing-room, Library, and Boudoir, comprising Chairs, Tables, Pier and Chimney Glasses, Cheffoniers, Drawers, Wardrobes, Carpets, Floor-Cloth, Mattresses, and Bedding, at regularly fixed prices, corresponding with the wants or elegancies of household economy. Also Reclining Chairs and Couches, offered on terms which none can successfully compete with.

### PRESENT TARIFF.

	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Solid Rosewood Chairs, Polished.			Cheffoniers, with Carved Backs	1 10 0	4 4 0
each from	0 12 0	to 1 2 0	Five-foot Sideboards	2 15 0	to 6 6 0
Set of Eight Mahogany, Ditto	4 0 0	to 4 4 0	Chest of Drawers, Japanned	0 14 6	to 1 1 0
Couches, with loose Squabs, all Hair	1 15 0	to 3 10 0	Mahogany Ditto	1 1 0	to 2 10 0
Mahogany Loo Tables, Polished	0 14 0	to 1 1 0	Feather Beds	0 17 6	to 4 0 0
Rosewood Ditto	2 10 0	to 4 4 0	Mattresses	0 6 6	to 0 12 0
Four-post Beadstead, Cornice and all			Wool Ditto	0 14 0	to 0 17 0
complete	2 10 0	to 4 4 0	Pallasses	0 5 6	to 0 12 0

THE PARLOUR LIBRARY for June contains FATHER CONNELL, by the O'HARA FAMILY, PRICE ONE SHILLING. The volumes recently published are "Tales and Sketches," by R. Tupper; "Previsions of Lady Evelyn," by the Author of "Emilia Wyndham;" Lamartine's "Memoirs;" and Chateaubriand's "Autobiography," Vols. 1 and 2. SIMMS & M'INTYRE, 18, Paternoster Row, London; and 26, Donegall Street, Belfast.

## VELVET HATS OF SUPERIOR QUALITY,

AT

ANDREWS', 6, HAYMARKET, LONDON.

The Public is very respectfully informed that they may obtain a Superior VELVET HAT, elegantly shaped, perfect in its appointments, and of the first style of fashion,

For 12s. 6d.,

AT ANDREWS', 6, HAYMARKET, OPPOSITE THE ITALIAN OPERA HOUSE.

These Hats can be strongly recommended for their peculiar excellencies, as embracing all the recent improvements of Ventilation, Flexibility, &c.

OBSERVE THE ADDRESS:

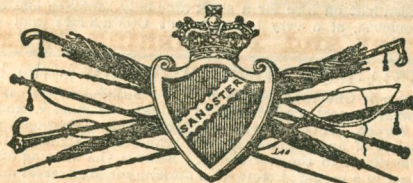
ANDREWS, HATTER, 6, HAYMARKET, LONDON.

For ten years assistant to the Messrs. Lock, of St. James'-street.

BOOK SHOOTING.—AIR GUNS AND AIR CANES.—An entirely new and further Improved Assortment of these portable and silently-destructive weapons, NOW ON SALE, adapted by REILLY, Sole Manufacturer, for killing Rabbits, Rooks, Sea Fowl, &c., with ball, destroying Vermin, small Birds, and collecting rare specimens with shot. Fish near the surface of the water with harpoons and line. Prices from 65s. each, Pump and Apparatus complete. Treatise 6d., per post 8d. A variety of effective PERCUSSION STICK GUNS, some made very light and elegant, with shifting stocks, from 30s. each. PEA RIFLES, accurately sighted for various distances, from 105s. SIX-BARREL PISTOLS, from 42s.

REILLY, Gun Maker, New Oxford-street, London.

ALPACA



UMBRELLAS.

THE superiority of ALPACA, over every other material for Umbrellas, being now generally acknowledged, the Patentees beg to inform the public that they have granted licenses to several of the largest Manufacturers, by which they may be procured of most Umbrella Dealers in the kingdom, at the price of 10s. 6d. and upwards.

N.B. Upwards of 25,000 of these Umbrellas were sold last Autumn.

BY ROYAL



LETTERS PATENT.

PARASOLS.

W. & J. SANGSTER beg to submit to the Nobility and Gentry an entirely new Parasol for this season, called the "Patent Swiss Parasol," of which the style and make is particularly new and elegant. It will be sold retail lined and fringed at 10s. 6d. each, or unlined at 6s. 6d. each. W. and J. S. also respectfully solicit an inspection of their extensive Stock of Fancy Silk Parasols, suitable for the carriage, promenade, garden, or sea-side.

W. and J. SANGSTER, Patentees, 140, Regent-street, 94, Fleet-street, 10, Royal Exchange; Wholesale Warehouse, 40, Cornhill.



# BROOKHEATH, HANTS.

## TO BE LET, FURNISHED,

That most convenient and desirable Residence, suited in every respect for the accommodation and comfort of a Family of Respectability, known as "BROOKHEATH" comprising Entrance Hall, Drawing Room, 25 feet by 21 feet; Dining Room, 26 feet by 18 feet; Breakfast Room, 15 feet square; Housekeeper's Room, Servants' Hall, Kitchen, Laundry, Store Room, capacious Cellars, Eight principal Bed-rooms, Five Chambers, and Water Closet. Detached are a Dairy, and Coal and Wood-houses; and at a short distance from the Mansion are a Double Coach-house, Two four-stall Stables and Harness-room. There is a large walled Kitchen Garden, in which are Grape and Pine-houses.

The situation is dry and healthy, commanding varied and extensive views of Woodland and other delightful scenery, and the neighbourhood is exceedingly good.

The Residence, Grounds, and Lands comprise (including about 10 acres of Arable or Pasture which the tenant will have the option of taking or rejecting) about 20 acres. The distance from Fordingbridge is about 2 miles, Salisbury 11, and Ringwood 9; at which two latter towns are stations of the London and South-Western, and Southampton and Dorchester Railways, which bring the property within about four hours' ride from London.

The Tenant will have permission to Fish to the extent of nearly two miles in the celebrated stream of the Avon.

For further particulars and permission to view, apply to Messrs. HAUROTT, Solicitors, 29, Queen-square, Bloomsbury, London; Mr. THOMAS HALL, Rockborne, near Fordingbridge; or Mr. DAVEY, Solicitor, Ringwood.

**PIANOFORTES** of the best manufacture, and of acknowledged fine tone and touch, (which have been lent on hire for a short time only,) may be had very cheap; likewise a variety of Stewart's Royal Symphonicons, at a very low price, at COVENTRY and CO.'S Pianoforte Warehouse, 71, Dean-street, Soho.

**TRELOAR'S COCOA-NUT FIBRE MATTING** is the best and most suitable for covering the Aisles of Churches, Floors of Public Buildings, Offices, Kitchens, Nurseries, and places where the tear and wear is great, combining, as it does, the most extraordinary durability, with comfort and neatness of a carpet. It is also well adapted for Stairs, Passages, and Halls in Private Houses, and for this purpose a variety of appropriate patterns have been designed. To ensure the genuine fabric application should be made direct to the warehouse. Besides the weaving of Cocoa-nut Fibre into textile fabrics, it is extensively used in a prepared state as a stuffing for Mattresses and Cushions—a substitute for Horse-hair. Its availability for such a purpose will appear from the fact that it is clean, durable, and elastic and so obnoxious to vermin that they will not live in it. Sizes and prices of Mattresses sent free on application. The other articles made of Cocoa-nut Fibre are Hearth-rugs, Door and Carriage-mats, Netting, Sheepfolds, Nose-bags, Cordage, Hassocks, Scrubbing-brushes, and Brushes for Stable use.

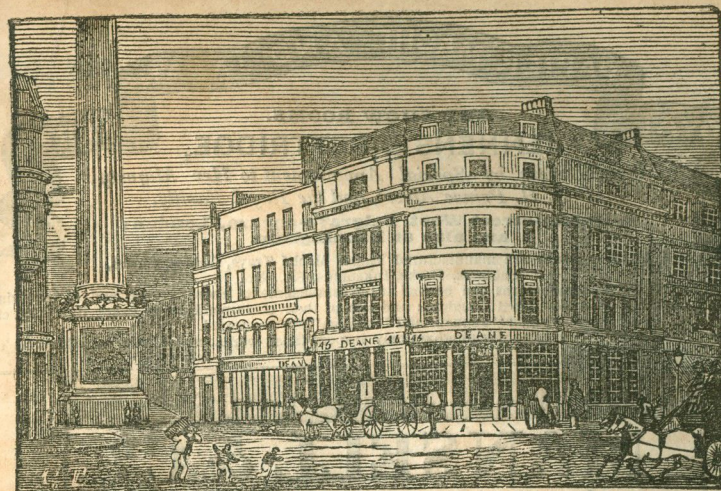
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## BRETT'S ESSENTIAL EXTRACT OF GINGER.

**THIS** exquisite Preparation, the result of a novel and peculiar process, combined in the highest possible degree, the strength, aroma, and all those invaluable properties which appertain only to the finest selections of the Ginger Root; without the slightest impurity or trace of that Ethereal odour by which most of the "Essences" previously in use have been characterised. A Tea-spoonful of BRETT'S EXTRACT will diffuse its genial influence through a large Cup of Tea, or a like quantity of water, or any suitable liquid.

In bottles 1s., 2s. 6d., or 4s. 6d. each, enclosed in Metallic Wrappers, and verified by the seal, label, and signature of the Proprietors,

*Henry Brett* 140, HOLBORN BARS, LONDON.



## THE TORRICELLIAN SHOWER BATH.

**PURCHASERS** should not decide until they have seen this, the last invented and most perfect Shower Bath. By simply pulling a cord which hangs from the top, any quantity of water is raised without exertion. In operation continually at George and John Deane's Prospectuses forwarded by post.—Baths on hire.—Deane's carts deliver baths free in any part of the Metropolis, within one hour from the time of purchase.

## DEANE'S PATENT COOKING STOVE.

**GEORGE AND JOHN DEANE'S** Improved Cooking Stove is in daily operation in the Stove and Fender Department of their Furnishing Show Rooms. It exhibits the latest improvements, and is constructed of the most durable material, and in the most workmanlike manner. The whole is the result of many years' experience, and a constant and extensive observation. G. and J. Deane's Cooking Stove has been introduced into the Culinary Department of the Sabloniere Hotel, Leicester Square; the Guy's and Magdalen Hospitals; and the New Hummum's Hotel, Covent Garden; where, as well as in many other Public Establishments, it gives the most unqualified satisfaction.

## Enamelled Manger for Horses.

The Nobility and Gentry are respectfully informed that Deane, Dray, and Deane's Enamelled Manger, which is decidedly the best and most cleanly article of the sort ever offered to the Public, is now ready, Price 30s.

## HARNESS CONTRACTS.

Persons who are contantly using Heavy Harness are earnestly requested to view the Manufacturing Department of G. and J. Deane's Harness Warehouse, where every description may be seen. Merchants would do well to visit this Establishment before giving out their order. Farmers, Coal Merchants, and Tradesmen's Harness contracted for, and kept in repair by the year. A superior assortment of light Gig and Carriage Harness always ready, and orders promptly executed. An excellent variety of Whips, Bits, Spurs, Saddles, Portmanteaus, Stable Utensils and Travelling Equipment.

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General Furnishing Ironmongery, Cutlery, & Lamp Warehouse,  
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**PAPIER MACHE AND JAPAN**  
**AND SHOW ROOMS.**  
**ROYAL JENNENS & BETTRIDGE, WORKS**  
*Manufacturers by Special Appointment to Her Majesty,*  
*H. R. H. Prince Albert, and the Royal Family,*  
**6, Halkin-street West, Belgrave-square, London:**  
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At these works are manufactured Papier Maché Trays, Tables, Chairs, Cabinets, Desks, Inkstands, &c., &c.  
 Jennens & Bettridge's manufactures can be had at the establishments above named, and of the principal wholesale and retail houses in the United Kingdom: and also of their correspondents in every important city in the world. N. B.—All goods marked "Jennens and Bettridge" are warranted.  
 Strangers of respectability visiting Birmingham may inspect these works, and obtain introductions to the other establishments of interest

**TEAS AT WHOLESALE PRICES**  
**MANSELL & CO**  
**2 BUCKLESBURY**  
**LONDON**  
**CARRIAGE FREE**  
**TO ANY PART OF ENGLAND.**

**ASSURANCE AGAINST LOSS OF LIFE BY RAILWAY TRAVELLING.**

**Metropolitan Counties & General Life Assurance Society**

**27, Regent-street, Waterloo-place, London.**  
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**AT** the present day, when Railway travelling has become almost universal, protection against the pecuniary loss to which the families of sufferers from the accidents incidental to it are exposed, is one of the requirements of the age. To meet this general feeling, this Society affords to all persons, of whatever class, travelling by Railway in Great Britain and Ireland, the opportunity of insuring against loss of life by accident whilst so travelling, at the moderate premium of 10s. per cent. in one single payment, for the whole period of life, thereby rendering unnecessary the Payment of Annual Premiums, as in ordinary Life Assurance.

**EXAMPLE.**—A person may by one single payment of £5 assure to his family or others the sum of £1,000, to be paid in the event of his losing his life by Railway travelling in Great Britain or Ireland.

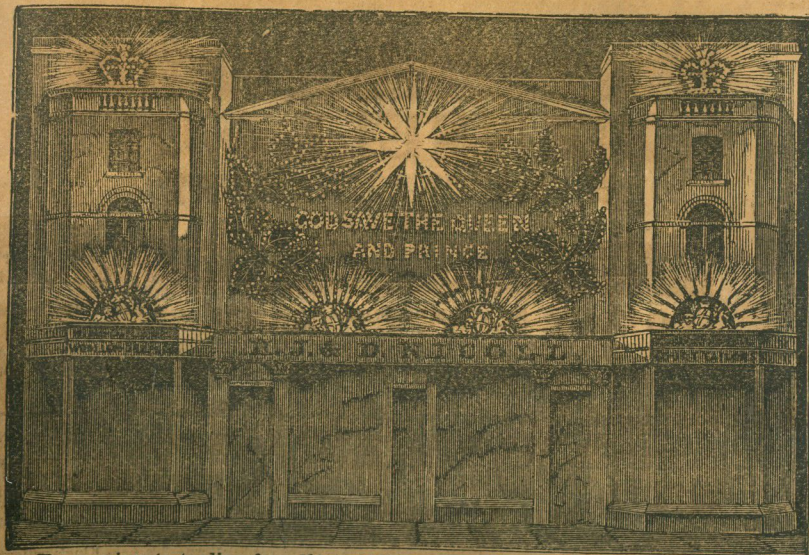
**THE LIFE ASSURANCE DEPARTMENT** of the Society embraces:—Assurances upon single or joint lives contingent survivorship, or the survivor of two or more lives. Endowments of widows and children. Immediate deferred, and survivorship-annuities. The payment of fixed sums to be assured at any specified age, or to their representatives in case of death before that age; and every other description of risk contingent upon human life.

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**THE NICOLL, REGENT-STREET**  
**AND**  
**22, CORNHILL, LONDON.**

**BESIDES** the above Patented Article of Dress (called the Nicoll), there is another Novelty introduced for this Season, which is, however, Registered under the name of **NICOLL'S MORNING COAT**, it being especially intended for morning wear, in riding or walking exercise, when it necessarily avoids the stiff formality to be observed in the cut and form of the Dress-coat. The price is

**TWO GUINEAS.**



The premises (extending from 114 to 120, Regent Street), as illuminated in honour of Her Majesty's and the Prince's Birthdays.

**THE REGISTERED PALETOT** is now ready for the Spring months, with all the new and patented improvements included in the moderate price of Two Guineas; thus it deservedly bears the name of being not only the most fashionable but also the cheapest and most durable garment ever offered to the Public, the intrinsic value of the material known as **NICOLLIAN** or **LLAMA CLOTH**, being, within the last few months, much enhanced, the same durability being retained, with an increased fineness and beauty in appearance. It can be seen ready for immediate wear, in every size, at the Patentee's Ware-rooms,

**114, 116, and 120, REGENT-STREET,**  
**OR**  
**22, CORNHILL, (Facing ROYAL EXCHANGE.)**



Established in (Wells-street) A.D. 1820.



# TEA TRAYS.—EXTRAORDINARY SHOW.—The Largest Assortment.

TEA TRAYS and WAITERS ever collected together is now on Sale at WILLIAM S. BURTON, 39, OXFORD-STREET, (corner of Newman-street,) and No. 1, Newman-street.

Gothic shape Papier Maché Trays, per set of three, from ..... 20s. to 10 guineas.  
Ditto ditto Iron, ditto from ..... 16s. to 4 guineas.

Convex Shape, per set, from 7s. 6d.

An almost endless variety of small papier maché and iron trays, many of them executed in the highest style of art, at about a quarter of their original cost, being odd, or slightly out of condition. Round and Gothic ware and bread baskets, equally low.

# THE PERFECT SUBSTITUTE FOR SILVER.—The REAL NICKEL.

SILVER, introduced twelve years ago by WILLIAM S. BURTON, when plated by the patent process of Messrs. Elkington and Co., is beyond all comparison the very best article, next to sterling silver, that can be employed as such, either usefully or ornamentally. In the lengthened and increasing popularity of the material itself, and the high character of the method of plating, the public have a guarantee that these articles are, in all regards wear, immeasurably superior to what can be supplied at any other house, while by no possible test they are distinguished from real silver.

Tea Spoons, per dozen ....	Fiddle pattern—13s.	Threaded pattern—32s.	King's pattern—36s.
Dessert Forks, " ....	30s.	" 54s.	" 58s.
Dessert Spoons, " ....	30s.	" 56s.	" 62s.
Table Forks, " ....	40s.	" 65s.	" 75s.
Table Spoons, " ....	40s.	" 70s.	" 75s.

Tea and coffee sets, waiters, candlesticks, &c., at proportionate prices. All kinds of re-plating done by the patent process.

## CHEMICALLY PURE NICKEL, NOT PLATED.

Table Spoons and Forks, full size, per dozen.	Fiddle pat.—12s.	Threaded pat.—28s.	King's pat.—32s.
Dessert " " " " "	10s.	" 21s.	" 25s.
Tea " " " " "	5s.	" 11s.	" 12s.
Gravy " " " " "	3s.	" 6s.	" 7s.

Detailed catalogues, with engravings, as well as of every ironmongery article, sent (per post) free.

WILLIAM S. BURTON'S (late RIPPON & BURTON'S) stock of General Furnishing Ironmongery is the largest in the world, and, as no language can be employed to give a correct idea of its variety, purchasers are invited to call and inspect it.

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